

Thomas Hox

# ILLUSTRATED TIMES

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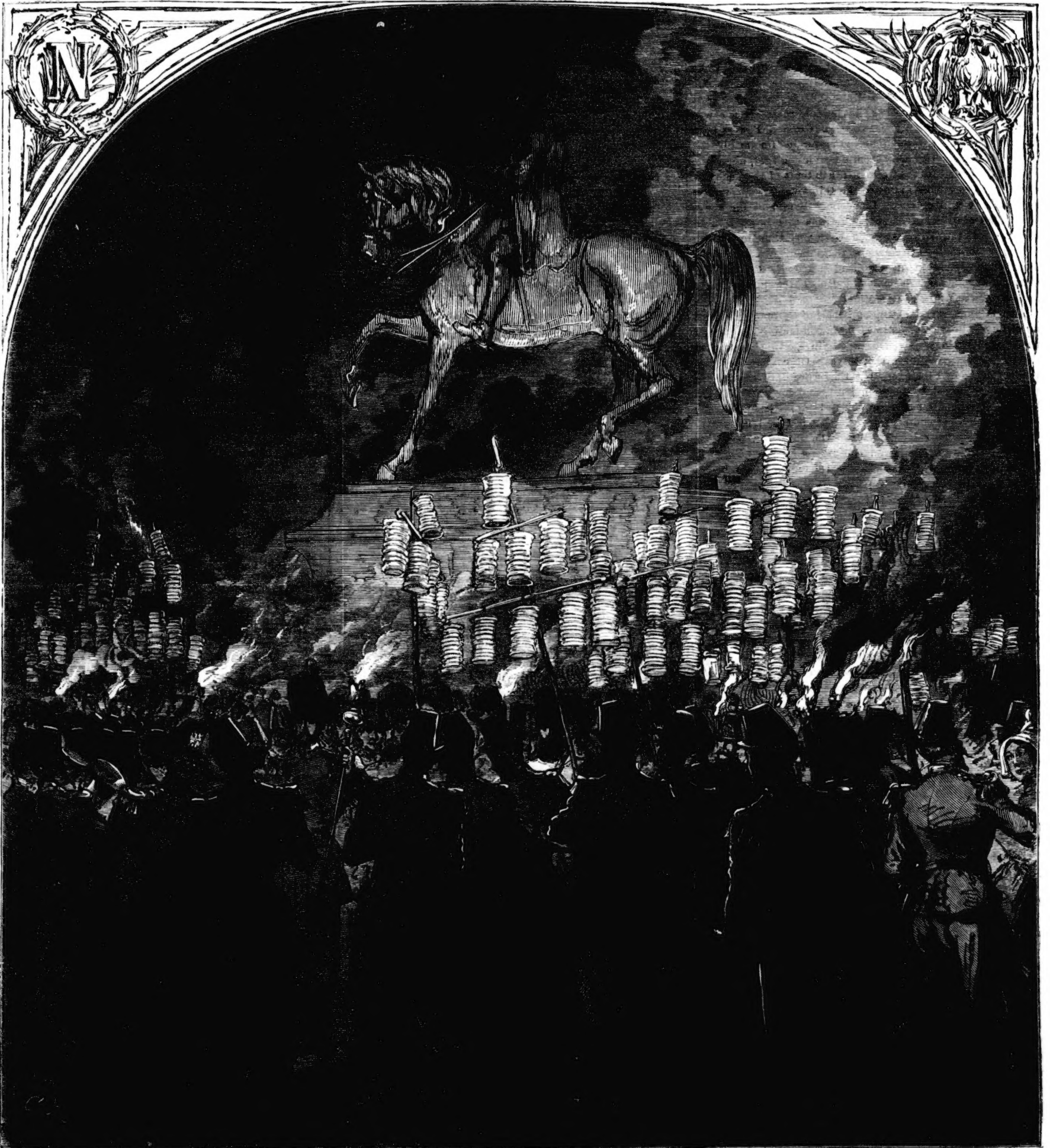
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TORCHLIGHT PROCESSION OF THE 18TH REGIMENT ROUND THE STATUE OF NAPOLEON I. AT CHEREBOURG.



## TOPICS OF THE DAY.

THE "meeting of the fleets" appears to have passed off satisfactorily enough. Besides interchanging civilities, the officers of the two services have been occupying themselves, to some extent, with calculations as to the relative strength of the French and English vessels assembled in Cherbourg harbour, and, oddly enough, both sides seem satisfied with the result of their inquiries. According to *La France*, in all matters relating to the construction of ironclads, the English are far behind the French. On the other hand, some of the best-informed of the English correspondents at Cherbourg have called attention to what they consider—and what, we sincerely trust, are—serious defects in the ironclads of our neighbours and actual allies. The French vessels carry a very heavy weight of metal; but it is said that on many of them the guns are too close together to be worked freely in action. So much the better for us. Better still for the French, as well as for ourselves, if the relative merits of French and English ironclads are never tested in the only way in which the question of precedence between them can be definitively settled.

We have no political question to occupy us at home, and recent murders, the cattle disease, and the possible approach of cholera are—now that there is an end for the present to the laying of the Atlantic cable—the only "topics of the day" in England.

Abroad, Austria and Prussia have at last agreed not to disagree any longer about the Schleswig-Holstein spoil. The war against Denmark was undertaken, it will be remembered, by Austria and Prussia in the name of the German Confederation and in the declared interest of the Duke of Augustenburg. Schleswig and Holstein formed one inseparable duchy, and the Duke of Augustenburg—not Christian of Denmark—was its lawful ruler. Such was the platform on which the two great German Powers took up arms; and they were supported and urged forward by the general feeling of Germany from a conviction that, under the Danish Government, the German inhabitants of the duchy or duchies had never been allowed the full development of their national life and culture. Independently of and far above the technical question of succession was this impression on the part of the simple-minded Germans, that in Danish Germany (so to say) Germans were as badly treated as the Poles certainly are in Austrian and in Prussian Poland. By German Democrats the Schleswig-Holstein war was really looked upon as a war of liberation.

Austria and Prussia, acting on behalf of Germany, behaved as dishonest lawyers sometimes do in conducting the suits of their clients. All they succeeded in getting from the defendants they kept for themselves. Of course they pretended, in the first instance, that they were only holding the property adjudged to them in trust, and for their clients' benefit. As a matter of form, it had been assigned to them; but they would, of course, take care that it found its way at last into the proper hands. When the Prussians had been some months in the conquered country, without showing any sort of disposition to leave the place, the Paris *Charivari* published a caricature, representing a soldier of the army of occupation whose feet were spreading out like roots and gradually growing into the soil. This caricature foreshadowed what was really about to happen. The Prussians had planted their troops on the soil manured by Prussian and Austrian blood, and meant to leave them there.

Then came a most complicated broil among the victors, in which the German Confederation complained that its agents, Prussia and Austria, were acting in defiance of its interests; while Prussia and Austria quarrelled between themselves as to what should be done with the provinces of which they had certainly defrauded either the German Confederation on the one hand or the King of Denmark on the other. During these disputes, and, indeed, from the very beginning of the Schleswig-Holstein business, Austria has shown herself less aggressively disposed than Prussia; but it is held that, in the first instance, she was obliged to become an invader in order to maintain her credit with Germany in general, which otherwise would have made Prussia its sole champion; and, once involved, she was obliged to maintain her ground in order that it might not appear that Prussia had outwitted her. Curious reasoning; the end of which is that Prussia and Austria have ended the Schleswig-Holstein question by taking possession permanently of Schleswig-Holstein. The Germans used to get very indignant when they were told, a year or two ago, that the real aim of Prussia was to get Denmark dismembered, as Poland had been dismembered a hundred years before; but now that Austria has formally seized one portion, and Prussia two other portions, of what, at the beginning of last year, was recognised by all Europe as Danish territory, the analogy is so striking that it only needs pointing out to be at once admitted. "Such," says *La Patrie*, an official or semi-official organ of the French Government, "is the sorry comedy at which we assist. Some cold-blooded persons will say, so much the worse for the inhabitants of the duchies; it is all their own fault. But we say, 'So much the worse for the times in which such things are committed, and so much the worse for the States which commit them.' Indeed, there is an end to public law in Europe when such barefaced robbery as this is tolerated. Formerly the States of Europe were in the habit of combining to prevent the plunder of the weak by the strong. At present, in the name of peace, these States whose interests are not immediately concerned look on while injustice of all kinds is being perpetrated. The dangerous part of it is that, by tolerating these 'annexations,' as they are politely called, we encourage the practice of

annexing; and any military Power can find at least as good a pretext for increasing its territory as Prussia and Austria possessed when they plunged into the Schleswig-Holstein war.

Italian affairs are very little understood in England, though most of us have a general impression that if the Italians want to govern themselves they ought to be allowed to do so. Accordingly, we should like to see the Austrians driven out of Venetia, though with our present pacific tastes it would be more agreeable to us to hear that they were willing to cede the province for an indemnity in money. It is said that there is now some chance of the Venetian question getting settled in this latter mode, and that the Pope is much alarmed at the effect such a solution would have in strengthening the Italian kingdom. His Holiness is also much grieved at the recognition of Italy by the Spanish Government, and this in spite of his having addressed a warning letter on the subject to Queen Isabella—"one of the most estimable of women," and a staunch friend of the Church. It is believed, moreover, that France will no longer treat the Pope as an independent temporal Sovereign, but that she will in future conduct all negotiations with him, considered as Head of the Church, through a Minister resident at Florence. In the midst of his misfortunes, the Pope (according to the *Pull Mall Gazette*) has resolved to celebrate next year the eighteen-hundredth anniversary of the Crucifixion of St. Peter. This touching allusion to the state of the Papacy will, no doubt, cause some excitement in the Catholic world; but we doubt whether it will have much effect in preventing the consolidation of Italian unity.

THE FRENCH TRANSATLANTIC CABLE COMPANY.—"The failure of the Great Eastern," says the *Nord*, "has not discouraged either the shareholders of the Transatlantic Cable Company or the new French Company which has obtained permission to lay down a cable between France and the United States. M. Alberto Balestrini has undertaken this enterprise at his own risk. But this time the company does not intend to submerge a cable for any enormous distance, as there will be intermediate stations. The following is the track at present contemplated:—From Paris to Lisbon, and thence to Cape St. Vincent by land; from this last place to the Canary Islands, along the coast of Morocco; from the Canary Islands to Cape Verde, along the African coast, with stations at St. Louis (Senegal), and at Goree; from Cape Verde to Cape St. Roque, on the coast of Brazil, a distance of less than one half that of the cable intended to be laid by the Great Eastern; from Cape St. Roque to Cayenne, along the American coast; and from Cayenne to New Orleans by the coast, or probably by cables connecting the principal West Indian Islands. The enterprise is more easily practicable than that conceived in England. The only difficulty will be to secure the preservation of the line on the African coast, and that security may be obtained by means of guard-stations. The company will abandon the right of making any other concession during that time. A subvention of 4,000,000fr., payable by instalments, will be granted when the company shall have been constituted with a capital of 80,000,000fr., and shall have obtained the authorisations from all the Governments over whose territory the electric cable is to pass. The electric communication between Paris and the Canary Islands is to be completed within three years, and the whole line within five."

THE BRITISH ASSOCIATION.—The arrangements for the annual congress of the British Association for the Advancement of Science are nearly completed. The meeting will be held this year at Birmingham, and will commence on Wednesday, Sept. 6, on the evening of which day the President will deliver the inaugural address. On Thursday and Friday there will be sittings of the different sections, and also on Monday and Tuesday, the 11th and 12th of September. On Saturday there will be excursions to Worcester and Malvern, to Shrewsbury and Wroxeter, to Warwick and Stratford-on-Avon, and to the Wrekin and Coalbrookdale. The concluding business meeting will be held on Wednesday, the 13th; but on the following day there will be, as usual, excursions to attractive places in the neighbourhood. Among these the famous caverns at Dudley will be visited, and Lord Dudley has given directions that special provision shall be made for the visitors. The mines and large ironworks of South Staffordshire and the Burton breweries are to be visited. There will be societies of a scientific character on the 12th and 17th. A geological collection will be got together for the occasion in the museum of the Midland Institute at Birmingham. The meeting is expected to be very largely attended, in consequence of the populous district in which it is held. The accommodation at Birmingham also is greater than that at Bath, where the meeting was held last year. The president is J. Phillips, M.A., LL.D., F.R.S., F.G.S., Professor of Geology in the University of Oxford.

RELIEF IN CANCER.—Dr. Brandini, of Florence, has recently discovered that citric acid will assuage the violent pain which is the usual concomitant of cancer. One of his patients, aged seventy-one, at the hospital of Santa Maria della Scala, was afflicted with cancer on the tongue. There was no possibility of performing an operation, the surface attacked being far too extensive, involving the base, the sub-lingual, and the sub-maxillary glands. The poor man in the midst of his torments asked for a lemon, which was nothing very remarkable, as cancerous patients generally have an extraordinary liking for acids. But, the seat of the disorder being in the mouth, a circumstance was observed which might otherwise have escaped attention—the juice of the lemon diminished the pain. The patient, on finding this, asked for another on the following day, and it gave him still greater relief than the day before. This led Dr. Brandini to try citric acid itself in a crystallised state. A gargle was composed of four grains of the acid in 350 grains of common water, and it entirely carried off the pain; on its re-appearing, the same remedy was repeated with the same success. In the course of a month this treatment not only delivered the patient from all suffering, but even reduced the swelling of the tongue very considerably. Encouraged by this success, Dr. Brandini tried the same remedy on a female patient, seventy-three years of age, who for years had been suffering from an ulcerous cancer on the breast. The affection had been pronounced incurable, and when she was given into our author's hands the torments she suffered were such that she not only could get no rest at nights herself, but prevented the other patients in the same ward from having any. Dr. Brandini applied a pledget of lint, previously soaked in the above solution, to the part, and the relief obtained was instantaneous. The pain disappeared, and when, after the lapse of six or seven hours, it began again, a fresh application was sufficient to keep it off. Our author quotes several other cases in which citric acid produced relief in cancer, and he justly observes that, if subsequent experiments should prove equally successful, citric acid must be considered a great boon to humankind. A substance capable of removing violent pain in an incurable affection is not less valuable than one that will effect a cure in more tractable maladies.

THE CHOLERA.—Cholera is decreasing rapidly at Constantinople. The Exchange has been reopened, and business is being resumed. No case had occurred at Malta during the 16th and 17th inst., and the sanitary council has declared the port to be now disinfected. At Barcelona and Valencia, in Spain, where the disease had made its appearance, it is reported to be only prevalent to an insignificant extent. The *Opinione* of Florence gives the following as the latest accounts of cholera in Italy:—Ancona, 19th, thirty-eight new cases and thirty-four deaths; San Severo (Neapolitan territory), 18th, ninety-two new cases and thirty-two deaths; San Nicandro, eleven new cases and four deaths. From the proportion of deaths to new cases it would therefore appear that the epidemic has been much more virulent at Ancona than anywhere else. The Syndic and Prefect of Ancona have each been rewarded with the cross of Grand Officer of the Order of St. Maurice and Lazarus, in consideration of their zealous attention to their duties under the trying circumstances in which Ancona was placed. Professor Vella, the director of one of the three cholera hospitals at Ancona, has received the cross of officer. The number of cases of cholera in Malta, from the 11th to the 14th inclusively, was 190 attacks and 115 deaths—viz., 40 and 26 deaths on the 11th; 43 and 24 deaths on the 12th; 61 and 33 deaths on the 13th; and 46 and 32 on the 14th. The cases in Valetta were 8 on the 11th, 12 on the 12th, 15 on the 13th, and 8 on the 14th; the rate of mortality being respectively 0, 3, 2, and 2. A meeting was held a few days ago at the rooms of the Social Science Association, in London, to consider what is to be done to stop the cholera or to mitigate its effects. Lord Ebury, and afterwards the Bishop of London, presided. Mr. Edwin Chadwick remarked on the tendency of epidemics to reappear on the same sites. Dr. Aldis, who is a medical officer in Belgravia, declared that he had had a case of true Asiatic cholera in that aristocratic district this summer. He begged people not to flatter themselves that they are safe because the winter is coming on, for the worst case he had ever known had taken place in the month of January. Dr. Richardson argued that cholera is a disease which attacks the alimentary canal, and that it acts by one simple process—that of extracting water from the body. Dr. G. Wilkinson, as a homoeopathist, complained that the success which has attended the homoeopathic treatment of cholera had not met with a proper acknowledgment. Lord Ebury expressed his opinion that there was a good deal of analogy between the cattle disease and the cholera.

## THE FRENCH AND ENGLISH FLEETS AT CHERBOURG.

## THE FRENCH FLEET IN HARBOUR.

ANCHORED nearly in the middle of the harbour, but rather nearer to the eastern entrance, lay the Magenta, her superior size, but more especially her singularly-shaped prow, sweeping forwards and downwards into the massive eperon, which lay hid beneath the waves, rendering her easily distinguishable from her consorts, the *Piandre* and the *Heroine*, which, as she swung to the ebbing tide, lay respectively on her starboard and port quarter. Still further to the eastward rose high out of the water the old sailing line-of-battle ship *La Forte*, which now serves the purpose of a naval school, and here and there one distinguished the ensigns of the despatch-boats and transporis, which, together with the ironclads, represented the French navy at Cherbourg. It was not, however, to any of these vessels that the roadstead was indebted for the gay appearance which it presented. Crowded with yachts, for the most part English, and thickly covered with sailing craft from almost every port in the Channel, dressed in the many coloured flags which on other occasions serve the more useful purpose of signals, the general effect was pleasing in the extreme. The sun shone brightly, and as the cutters danced over the waves, the time, which might otherwise have seemed to lag, passed quickly enough whilst awaiting the arrival of the much-expected English fleet.

## ARRIVAL OF THE BRITISH SQUADRON.

The breakwater marks at each extremity an entrance to the port, and through the western passage it was arranged that the English fleet should steam into the roadstead. Coming from a point almost due north, the fleet bore down on the fort which marks the middle or elbow of the breakwater, and then, skirting its western half, doubled the fort, in which it terminates on that side, and entered the harbour in single file. First to round the point, at a few minutes past five o'clock, was the Osborne, whilst at the same moment a salute was fired by the guns of the fort. Immediately afterwards followed the *Enchantress*, and then, slowly wheeling round, came the *Edgar*, her lofty masts visible high above the fort. Steadily and majestically she steamed in, her sides and poop towering far out of the water, and the two broad white stripes which mark her tiers of guns broken at intervals by the portholes, through which peeped the cannon ready to return the compliment she was about to receive. As the *Edgar* passed the end of the breakwater the Magenta fired a salute of eleven guns, which was immediately returned by the English Admiral's ship with one of nineteen guns. These compliments having been exchanged, the *Edgar* slowly steamed up the roadstead to her appointed moorings, midway between the Magenta and the shore, and astern of the Admiralty yacht, which had by that time dropped her anchor.

In the wake of the flagship came a vessel the singularity of whose appearance struck with surprise all who saw her for the first time. Broad out of all proportion to her length, with a bow so flat as scarcely to deserve the name, with sides raised to all appearance but a few feet above the water and unpierced by any portholes, a deck covered from stem to stern, except at one point where a steam-funnel raised its head, with four cistern-shaped objects not unlike small gasometers, the Royal Sovereign presented an object as ugly as outré as any naval architect ever called into existence since the world began. If Rear-Admiral Dacres were desirous of striking a contrast, and by this means showing to the best advantage the graceful ship which carries his flag, he could not have done it more effectually than by interposing this great iron barge between the *Edgar* and the armour-clad frigates which brought up the rear.

Following each other at about quarter-mile distance the English ironclads then entered the harbour. First came the *Black Prince*; then the *Hector*, the *Defence*, the *Prince Consort*, and the *Achilles*. Varying in size and in the strength of their armaments, these vessels presented a sample of one of those new fleets with which modern science has superseded the bulky wooden-built navies of which the flagship was the representative. Not rising out of the water to the height of the old two-decker, presenting a smaller object for an enemy's guns, and cased from stem to stern with an armour-plating believed to be impregnable, the English vessels appeared to be all that the most exacting of naval engineers at the present day could have desired. The graceful lines which marked the fast-steaming frigates which they have replaced have not perhaps been preserved; but even those most prejudiced against the form of the new ships cannot say that beauty has been entirely sacrificed. Strong and massive, their very solidity creates a special charm which was wanting in their wooden rivals, and the eye quickly becomes accustomed to what now appear to be departures from the hitherto recognised canons of taste. It was not easy, while making their way to their moorings, to draw a comparison between them and the French armour-plated vessels; it may, however, suffice to say that the Admiral's ship, the Magenta, is larger and carries a heavier armament than the *Black Prince*, which is the principal of the English ironclads. The steam-frigate *Constance* and the three despatch-boats, the *Victoria*, *Salamis*, and *Trinculo*, were the last to pass inside the breakwater.

## THE FESTIVITIES.

The nautical manoeuvres which were so much talked of resolved themselves into a series of visits, balls, fireworks, and dinners. At the banquet given to the Lords of the English Admiralty, M. Chasseloup-Laubat, Minister of Marine, in his speech proposing the toast of "Her Majesty Queen Victoria and the British Navy," said the time of hostile rivalry between the two countries had passed away. There now only remained emulation in doing everything that could advance the cause of civilisation and liberty. "The freedom of the seas, pacific contests in labour, and the beneficent conquests of commerce" were meant by the union of the flags of England and France. The Duke of Somerset, replying to the toast, thanked the Minister for the sentiments he had expressed, and said they accepted the toast as a proof of the cordial friendship of the Emperor and the French nation for the English Queen and the English people. They also, on their part, entertained the same sentiments of esteem for the Emperor of the French. They trusted his Majesty might long continue to enjoy his present good health. This they desired, not only because it was for the welfare of the two countries, but also because it tended to guarantee the happiness and the pacific progress of Europe. In proposing the health of the Emperor he spoke, not in the name of the Government or of any political party, but in the name of every enlightened Englishman. On Wednesday, the 16th, there was a regatta. It was surprising to see the eager interest with which French people, and especially the Parisians, regarded the English ironclads. The English and French officers "fraternised" in the most charming manner possible, and in that respect fully carried out the intentions of their respective Governments. Our officers and men on shore were treated very courteously by the French people and the visitors. The little middies were particularly noticed, and they came out grand. Rear-Admiral de la Roncière le Noury, commanding the French squadron within the breakwater, issued an order of the day before the arrival of the English fleet, and it was read to the crews on board all his ships. It announced the coming of the English fleet, and said—"We shall all regard as an honour the task of strengthening, by the courteous hospitality of our reception, an alliance of the two countries which is fecund in prosperity."

## CHERBOURG.

The visit of the English iron-clad squadron to Cherbourg is the topic of conversation which at present engrosses perhaps a larger share of attention than any other either in France or England. The talk is all of plated vessels; of the mutual good-will between the two countries, so eloquently assisted, if not ratified, by the speeches of the respective representatives of the Naval Powers; and the probable results of the present experiments in maritime inventions and discoveries.

Truly—although there is nothing absolutely new under the sun—events change like the shifting patterns in a kaleidoscope, and combinations which would have been deemed impossible half a century ago have become the common occurrences of to-day.



Cherbourg—that great fortification which every Government of France has helped to increase and to improve, is doubtless a remarkable work, and if any place can be considered impregnable, this enormous fortress of solid stone would seem to be almost unassailable. At the same time, Cherbourg the fort is a comparatively modern creation; and Cherbourg the place has but a small interest in history, although it occupies the site of a Roman station; was held in 945 by a King of Denmark (Harold Bluetooth) who helped Richard Sanspeur of Normandy against Louis, King of France, and subsequently furnished a contingent to Coeur de Lion's crusade.

Unlike Brest, with its noble river and bay, Cherbourg possessed only an undefended roadstead, a line of rocky, granite-producing coast, and a position exactly facing England in a smooth part of the Channel; but the Battle of La Hogue and the frequent appearances of the English fleets off the coasts in time of war, rendered it desirable to form some sort of fortified harbour there, and the Great Vauban was asked to suggest some method for defending the Rade. Years passed, however, before his suggestions received any attention; and in 1777, during the American War, Viscount Bretonnière made a fresh survey of the district and proposed to construct a great breakwater. In 1781 the Prince de Condé and the Ministers of War and Marine visited the place, and the "Digue" was commenced. The foundations were laid by sinking large caissons of timber loaded with stones; but this plan failed, and another scheme was adopted, of forming a bank of small stones and covering them with solid blocks. This was continued to the time of Napoleon I., who directed the formation of a fort on the centre of the Digue. A mole was constructed, and a battery of twenty guns raised on it. In 1808 a tremendous storm swept away all the buildings and drowned 194 men, while it nearly destroyed the work of about sixteen years; and the survey made in 1828 showed that the foundations had shifted in the course of forty years to a considerable distance from their original position. Under Louis Philippe the work was carried on with great rapidity and was eventually completed, the passage or entrance east of the Digue being 3280 ft. wide and that to the west 9873 ft., while a fort and lighthouse occupied the centre and lighthouses were also placed at each entrance of the roadstead and at that of the commercial port.

The port itself is, in fact, divided into the naval and the commercial ports, which are quite distinct; the commercial port consisting of a harbour and a basin 1338 ft. long and 416 ft. wide. The basin communicates with the harbour by dock gates, which prevent the reflux of the water. The channel from the harbour to the sea is 1968 ft. long and 164 ft. wide, lined by a granite quay with parapets, and in this channel there is always about 20 ft. of water. The grand port for ships of war occupies a great triangular space of ground—one side resting on the sea, and is surrounded by fortifications. The later works consist of a port 984 ft. long and 754 ft. wide, capable of receiving fifteen vessels of the Line, and accessible at all times for vessels of the largest class; a floating basin closed by lock-gates; and a third basin, completed at about the time of our Queen's visit, six years ago. These basins have been excavated from the solid slate rock, which forms the foundation of the entire yard, and the two former are 56 ft. in depth. Then there are slips and roofed sheds for building first-class vessels, resting on arches supported by piers of slate and granite; great dry docks, timber-sheds, ropeyards, smithies, foundries, and the score of workshops that make up the *tout ensemble* of a vast naval station and arsenal. The Digue is 4120 yards long, 262 ft. broad at the base, and 30 ft. wide at top.

Approaching Cherbourg from the railway station the visitor goes along the quays, which are sprinkled here and there with cafés, and pursues the course round them till he emerges in full front of the Digue, and at last stands on the grand parade-ground of Cherbourg, on the Quai Napoléon, the grand feature of which is a showy bronze equestrian statue of the first Emperor, mounted on a granite pedestal, surrounded by a railing, and guarded by a sentry. The Emperor's hat is slouched over his face, and, disregarding the high action of his steed, he points with his left hand towards England. On one side of the pedestal a golden inscription says, "I had resolved to revive at Cherbourg the marvels of Egypt." The other side is inscribed with the date of the present Emperor's visit in 1858. On the occasion of the late visit of the British fleet the 18th Regiment of the Line made a torchlight procession through the town, halting at the Napoleon statue, as shown in the Engraving on the front page. Since that time the mountain, quarry, and fort of Cherbourg La Roule has been nearly completed. The summit is a fortification, and the masonry is of fine granite; and the entire hill, strongly appointed, commands Cherbourg, from which it is reached by zigzag paths like those of the rock of Gibraltar. The forts on the Digue itself are East Fort, containing sixty cannon; Fort Central, forty cannon; Fort Intermédiaire, fourteen cannon; and West Fort, sixty cannon.

Though, from one point of view, Cherbourg is one of the strongest places in the world—far stronger than the overrated Quebec, and as strong as either Cronstadt or Gibraltar—yet from another and far more important point, Cherbourg is among the weakest of weak defences. One correspondent says:—

There are guns enough in and around Cherbourg to sink the united navies of Europe, ironclads or not, if they attempted to force the harbour; but the Warrior, Achilles, and Black Prince, or, indeed, any of our ironclads, steaming their twelve knots an hour backwards and forwards off the breakwater, could drop broadside after broadside of shells into either arsenal or dock-yard at will. It is quite true that they, too, would be exposed to a fire of rifled guns in return; but the difference between hitting a black line running twelve knots an hour, and 2000 yards off, and throwing shells at random over buildings as large as a town, is very great indeed.

The British ironclads arrived at Brest on Monday forenoon, after a detention at Jersey, in consequence of injuries sustained by two of the vessels of the fleet. There will be no manœuvres, the object of the trip being merely a cruise and a visit. The combined fleets are expected to reach Portsmouth on Tuesday or Wednesday next. Great preparations are being made to give the French ships and their crews a suitable welcome, and to return the hospitalities to the English squadron at Cherbourg and Brest.

A REMARKABLE STORY.—In the steam-ship *Bellona*, Captain Dixon, just arrived at New York, were two stowage-passengers, concerning whom a thrilling incident is related. Franz Meyer, aged twenty-three, and his wife, Anna, aged nineteen, from Canton Soleure, Switzerland, were passengers in the ill-fated ship *William Nelson*, recently destroyed by fire at sea. In the confusion incident to the efforts to save life, the husband and wife were separated. The husband was picked up by one of the ship's boats, which was soon fallen in with by the *big Mercury*. The wife, young and encoined, was not discouraged at the uncertainty of her husband's fate, but prepared for her own safety. Self-preservation could not suppress her womanly instincts so far as to ignore the feeble cries for help from an infant only fourteen days old, left to perish by its distracted parents; but, regardless of her own state, she plunged, with her half-imposed charge, into the sea. For two whole days did this brave young girl support herself and the infant on the remnant of a ship's spar, without food or water, sustaining the infant's life by the moisture from her own mouth. Late on the second day the same vessel in which her husband was saved, having ceased cruising, without hope of rescuing more life, fell in with this heroine and saved her and her little charge. Eventually the family were landed at Havre, France. The Prussian Consul at that port took charge of the infant, as its parents were supposed to have been lost with the wreck. Many ladies at Havre interested themselves to enable this brave young creature, with her husband, again to venture to cross the Atlantic in search of a Western home. Destitute of everything necessary as an outfit, having lost all, the kindness of the ladies at Havre was, doubtless, most acceptable; and on the *Bellona*, although poverty was apparent, a remarkable cleanliness in the family was quite noticeable. This heroine of real life, during her recent voyage in the *Bellona*, gave birth to a child. She is a real object of interest to the benevolent ladies of New York.

A SINGULAR CLERICAL RESIGNATION.—The Rev. Frederick Lintrell Moysie has resigned the vicarage of Sidmouth, to which he was appointed in 1861. In his farewell address to the parishioners, he states that from the tradesmen of the town he has received the utmost kindness, and from the majority of the gentry; but that a small band, known to him very well, persons of superior education, whom he had to meet and shake by the hand about once a week, had continually annoyed him for some cause or another. The benefice which Mr. Moysie resigns is worth £190 a year, with a house.

## Foreign Intelligence.

### FRANCE.

The Emperor and Empress of the French have arrived in Switzerland, on a visit to Arenenberg, once the residence of the Emperor's mother, Queen Hortense, on the shores of the Lake of Constance. At Arenenberg many of the Emperor's early years were passed, and it was there, after his escape from Ham, he took a last farewell of his mother. The Emperor's visit to Switzerland is an act of filial piety for which even his greatest enemies must accord him their respect. His Majesty's reception by the municipalities was flattering in the extreme. Everywhere he was greeted with a hearty and fervent welcome, testifying to the warmth of the affection in which he is held by the inhabitants, many of whom remember him as a resident among them when an exile; and some of whom he recognised as old friends and former acquaintances. Accompanied by the Empress, His Majesty first visited the chapel at Arenenberg, where a statue of his late mother, Queen Hortense, is to be seen, and subsequently the Imperial couple strolled through the walks around the castle long since familiar to the Emperor, and big with reminiscences of his adventurous and wonderful career.

M. Walewski has been unanimously elected a member of the Corps Législatif for Mont-de-Mansan. This is the first step towards his being made President of the Chamber.

The election of deputy for Laon has resulted in the return of M. Tillancourt, the Opposition candidate, who obtained 16,000 votes, against 13,000 gained by M. Marsaux, the Government candidate.

### SPAIN.

The news from Madrid indicates a possible change of Ministry, Queen Christina being, it is said, at work for the purpose of bringing into power Espartero, with Prim as Minister of War.

Disturbances are reported to have taken place in Catalonia, the stronghold during the civil war of the Carlist party, who are still to be found there in considerable force. Energetic measures were, however, taken for their repression, and, happily, order has been restored.

Rumours as to a possible interview between the Emperor Napoleon and the Queen of Spain are in circulation. The Spanish papers, however, are emphatic in assuring the public that the expected meeting between Queen Isabella and the Emperor and Empress of the French will be purely of a friendly nature, and will have no political significance whatever.

The Spanish Ministry had replied in spirited terms to a protest of Austria against the recognition of Italy. What is, perhaps, of more importance for the future of Spain herself, new iron-mines have been discovered in the neighbourhood of Irun, for the working of which a special line of railway is to be constructed. The yield, it is estimated, will be 100,000 tons per annum. The railway from Cordova to Malaga had been opened with great ceremony.

### PORTUGAL.

Prince Amadeus, son of King Victor Emmanuel, has left Lisbon for Italy. He is stated to have visited Portugal in order to act as proxy for his father at the baptism of the infant Prince. The Papal Nuncio, however, refuses to accept the King of Italy as godfather at the ceremony. The Government denies the current rumours, though not officially. Prince Amadeus is reported to have left Lisbon greatly dissatisfied with the conduct of the Nuncio. The public are also indignant on this account, as well as at the want of firmness displayed by the Government in the matter.

### AUSTRIA.

The Austrian Government is about to make a fresh attempt to vanquish the passive resistance displayed towards it by the Venetians. The new Minister, M. de Belcredi, has addressed a circular to the Governor of Venetia, in which he expresses his desire to see the provisional régime established in certain municipalities come to an end. A certain number of municipal elections are consequently to take place, and the Imperial commissioners officially appointed are to give way to men regularly elected; several magisterial appointments which remain vacant are to be filled up.

A banquet was held at Pesh, on the 17th inst., in celebration of the eve of the Emperor's birthday. The chief Burgomaster, in his speech proposing His Majesty's health, referred to the recent visit of the Emperor to Pesh, and dwelt upon the devotion manifested by the Hungarian people towards the Emperor's person and their attachment to the dynasty. The town was brilliantly illuminated in the evening.

### THE ELBE DUCHIES.

The following is a complete summary of the articles of the convention agreed upon between Austria and Prussia at Gastein:—

Prussia will carry on the administration of Schleswig, and Austria that of Holstein. The two great Powers will propose to the Federal Diet the establishment of a German fleet and the conversion of Kiel into a Federal port. Until this is accomplished Prussia will undertake the command and furnish the police of Kiel, and will be empowered to fortify the port and guard it with Prussian soldiers. Austria and Prussia will also propose to the Diet that Rendsburg be made a Federal fortress, and, until this is decided, Rendsburg will be garrisoned by Austrian and Prussian troops, the supreme command to be alternately assumed by each Power on the 1st of July of every year. Prussia will retain two military and postal roads—namely, the Holstein portion of the road from Lübeck to Kiel, and from Hamburg to Rendsburg. On these roads the postal service will be carried on by Prussia, who will also establish her own telegraph line between Kiel and Rendsburg. The latter Power is authorised to construct the canal in Holstein between the German Ocean and the Baltic, which will remain under Prussian control. Austria will surrender to Prussia her claims to Lauenburg for a pecuniary indemnity, this duty paying no portion of the Danish war expenses. The Prussian troops will evacuate Holstein, and the Austrian troops Schleswig. Both the latter duchies will join the Zollverein.

These articles, and also some other measures agreed upon at Gastein, among which is the dissolution of the present Government of the country, will, it is expected, be carried out on the 15th of next month.

### GREECE.

The Session of the National Assembly has been prolonged for forty days. The Minister of the Interior has resigned, and been replaced by M. Rumunduro. M. Mavrocordato, President of the Council, is dead.

### SOUTH AMERICA.

Advices from Rio de Janeiro of July 24 state that the Paraguayans were in possession of South Borja. A column of 10,000 men was on the march southward, believed to be for the purpose of attacking Itaquí, in front of which a force is already posted. A partial engagement between the vanguard and a Brazilian brigade had ended in the repulse of the Paraguayans with loss, especially in horses. Urquiza had apparently disbanded his army and thus broken up the triple alliance.

### THE UNITED STATES.

Our intelligence from New York, which is to the 17th inst., is not of great interest. A discussion had taken place in the Cabinet at Washington on the subject of Union reconstruction, and the President had expressed his determination to adhere to the line of policy he had originally laid down for himself.

Soldiers continued to be mustered out of the Federal service, and the army is now reduced to only 330,000 men.

At the elections in Kentucky the opposition voters are said to have been driven from the polls by the military. The Maine Republican Convention had passed resolutions favourable to negro suffrage and urging the immediate trial and punishment of Mr. Jefferson Davis. The patriotic party in North Carolina were again raising their heads and marking their detestation of Federal domination. It was lately proposed by them to fête the returned soldiers of the Confederate army, and accordingly arrangements were made for a public dinner at Raleigh. The authorities were, however, on the alert, and the proceeding was forbidden.

General Palmer, of Kentucky, had addressed to President Johnson an explanatory letter with regard to the position of slavery in Kentucky. He says that, in order to relieve the towns into which the negroes were flocking, he was obliged to grant them passes to cross the river into Ohio. He estimates that there are not more than

50,000 slaves left out of the 250,000 at the beginning of the war. The emancipated negroes in various localities were adopting measures to bring their claims to the suffrage before the people. A call for a national convention to settle the question was being extensively circulated in South-Eastern Virginia.

The screw-steamer *Meteor* and the *Pewabic*, of the Lake Superior line, came into collision in Thunder Bay, Lake Huron, on the evening of the 9th inst. The *Pewabic* sank within three minutes, carrying with her between seventy-five and one hundred of her passengers and crew; the remainder, ninety-eight in number, were rescued by the *Meteor*, which was but slightly injured, and they were subsequently transferred to another steamer and taken to Detroit.

### CANADA.

The Canadian Parliament assembled on the 8th inst., and, in his gubernatorial speech on the occasion, Lord Monck strongly commended the proposed confederation of the British North American Provinces to their adoption.

Sir Narcisse Beaulieu has been appointed Premier of Canada, and Mr. John Macdonald has been added to the Cabinet.

General Grant had paid a visit to Quebec. An aide-de-camp of the Governor-General was dispatched to meet him at the railway station. Subsequently, in company with Admiral Hope, he partook of his Excellency's hospitality, and afterwards proceeded to Montreal and Toronto.

An unsuccessful attempt had been made to kidnap George N. Sanders, the Confederate refugee.

THE NEW PRESIDENT OF THE WESLEYAN CONFERENCE.—The Rev. William Shaw, who has been elected president of the Wesleyan Conference for the year on which the "Connexion" has just entered, is a native of Glasgow, where he was born, in December, 1798. His family for at least two hundred years have been settled on a farm near Helmsley, in Yorkshire. His father was an officer in the militia which, during the war that was raging in the last years of the last century, served as a part of the regular army. It was during the time that his regiment was stationed at Glasgow that the new president was born. His earlier years were passed chiefly in the south of England, but partly also in Ireland. It was while with his father in garrison at Colchester, and when in his thirteenth year, that he joined the Wesleyan Methodist body. His first attempt at preaching was made in a small Irish cabin, situated not far from the Archbishop's palace at Armagh. He was then about sixteen years of age, and was residing at the barracks at Armagh. In 1819, having gone through the usual course, he was called to the ministry; and, having offered himself to the missionary committee for employment to any part of the foreign field, he was appointed to go out to Southern Africa as chaplain to a band of emigrants, to which avocation he was ordained at the Wesleyan chapel, St. George's-in-the-East, in November in that year. In February, 1820, he set sail for Algoa Bay, and remained in the English colony of Salem nearly four years. During the next eight years he was missionary among the Kafirs, and returned to England in 1833. Since that time he has been actively engaged in the home work of the Wesleyan body.

THE HASTINGS GOLD MEDAL.—The Hastings gold medal has this year been awarded by the British Medical Association to Dr. Herbert Barker, of Bedford, for his experimental researches on odourisation and disinfection. The annual meeting of the association was held last week at Leamington, when the medal was presented to Dr. Barker by Sir Charles Hastings himself, in whose honour the prize was founded. Some years ago the Fothergillian gold medal was awarded to Dr. Barker for his Essay on Malaria.

### VINEDESSERS' FETE AT VEVEY.

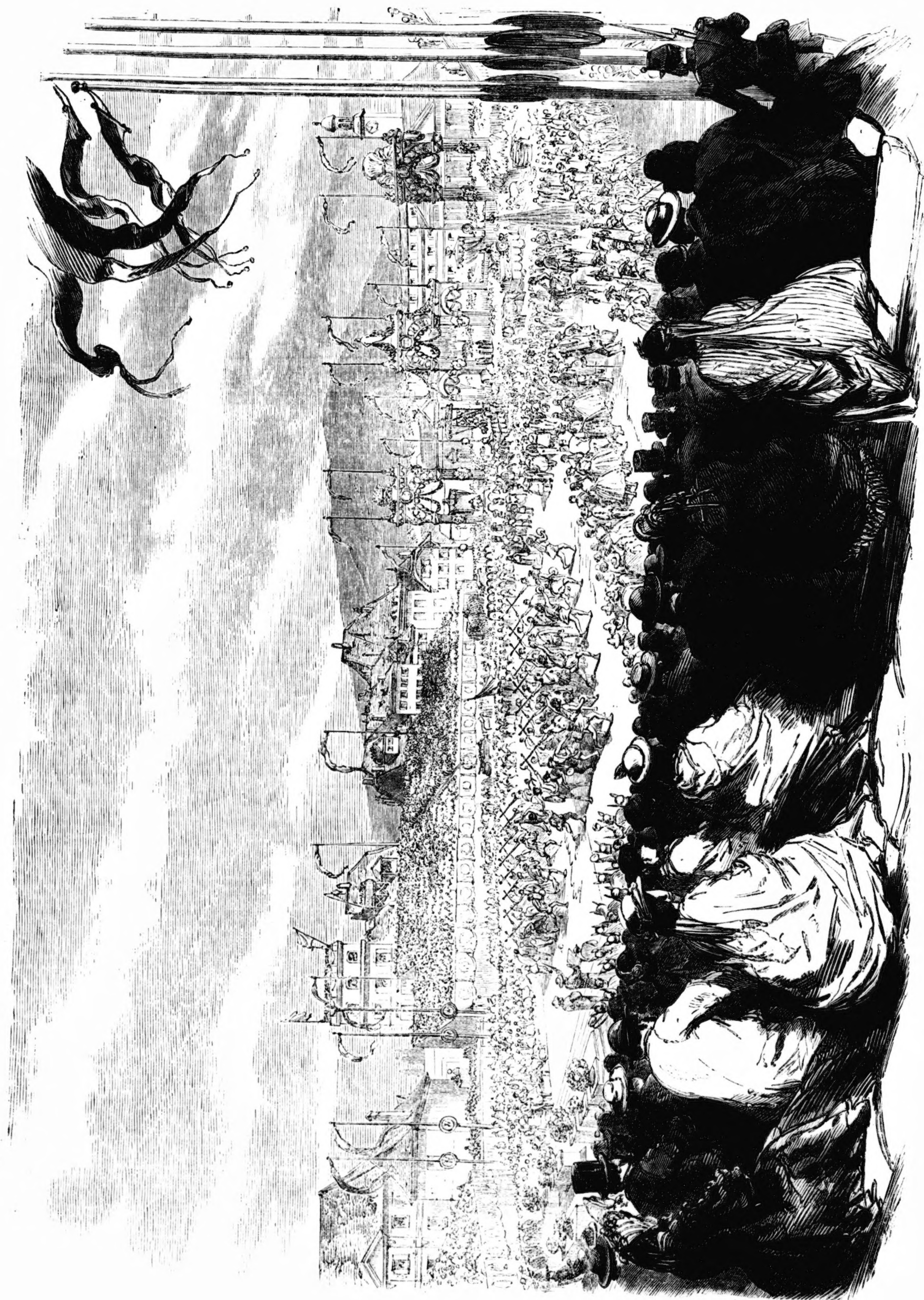
SOME of our readers will already have seen some report of the recent fêtes of the vine-dressers in the canton of Vaud; and a few happy tourists who, having been in the neighbourhood, heard the report of the forthcoming festivities and hastened thither, will, doubtless, have something to talk about for the rest of their lives. For the benefit of those who were not present, however, we this week publish an Engraving of the principal scene of this imposing occasion; and, as no very complete account of the affair has yet reached the British public, we accompany our Illustration with a few words of description.

The fête of the vine-dressers of Vevey, in the Canton de Vaud, is of considerable antiquity, since, according to the received tradition, its origin may be traced to the middle of the twelfth century, when the vine was for the first time planted on the slopes which surrounded the venerable convent of Haut-Crêt. Every year the Abbots of the monastery held a sort of mediæval agricultural meeting, at which they solemnly distributed rewards to those vine-dressers who had shown the greatest skill in their craft. The custom has been so far preserved that at this day rewards are continued in this part of the Swiss Valais. Every year, at the pruning season, a properly constituted commissioner inspects the vineyards and takes notes of the methods and results of culture; while every three years rewards are distributed to those of the vine-dressers who have distinguished themselves by more than usual care and consequent success. Every nine years a medal of honour is awarded to the lucky cultivators who have obtained the greatest number of rewards; and it is on this occasion that the great historic fête is celebrated at Vevey. The festival commences with a grand procession, composed of about thirteen hundred lively masqueraders, divided into groups, representing respectively the votaries of Pales (the goddess of shepherds), Ceres, Bacchus, and Winter; or, more properly, of Spring, Summer, Autumn, and "The Hunters' Wedding," each carrying emblematic cars, in which are seated divinities or representative figures elaborately made up for each character. The great ceremony was appointed to take place in the Grand Place, where three gigantic and solidly-built estrades had been erected, capable of containing 10,000 spectators, without counting those who clustered on the roofs and projections of the houses commanding a more or less imposing view of the place itself. The open side of the arena was occupied by three gates, or rather triumphal arches, beneath which the various cortèges were to pass. The largest of these, which was in the middle, was decorated with flags, foliage, heraldry medallions, and allegorical figures in striking confusion, with implements of agriculture and a statue of Liberty, all heaped upon a Gothic groundwork, bearing an inscription that this was the gate of Bacchus. The decorations of the smaller arches, dedicated to Pales and Ceres, were of a similar character. The estrades, the lower part of which was draped with crimson hangings ornamented with escutcheons, inclosed a great open space for the evolutions of the choristers, the corps de ballet, the bands of music, the cars, and the general procession.

On a great platform, made to look like a sort of tribunal, were seated the principal members of the brotherhood of vine-dressers, in green coats, white pantaloons, and straw hats decorated with grapes and leaves; while on each side a body of Swiss, in the ancient red-and-white striped costume, with those extraordinary winged—or, rather, long-eared—caps that remind one equally of Mephistophiles and Will Somers, formed a sort of guard of honour. All the costumes and most of the decorations were admirably in keeping with the occasion; and, as regards the purely Swiss dresses and appurtenances, Mr. Charles Kean himself, with the full help of the British Museum and the London Institution, could not have rendered them more historically accurate. Unfortunately, the rain began to fall soon after the arrival of the cortège; but the brave *vignerons* were, apparently, shower-proof; and the bands of musicians, in white and blue, with silver helmets, ushered in the followers of Pales under the direction of the masters of the ceremonies. The band of the votaries of Ceres were in red and white; those of Bacchus in green tunics and gold-winged helmets; and, besides these, there were loud representatives of both the ancient and modern national music.

The followers of Pales, bearing the insignia of the divinity, entered by their own gate, escorting the high priest, who was dressed in magnificent sacerdotal robes of blue, with a train borne by a couple of acolytes, while behind him came a troop of children bearing cornucopias and little gilded altars covered with propitiatory offerings. These advanced to the estrade in a sort of solemn rhythymical march, and were there joined by the representatives of Bacchus and Ceres, similarly attired. The cars of the three divinities remained under the triumphal arches, which thus seemed to frame the cars themselves and their metaphorical occupants as though





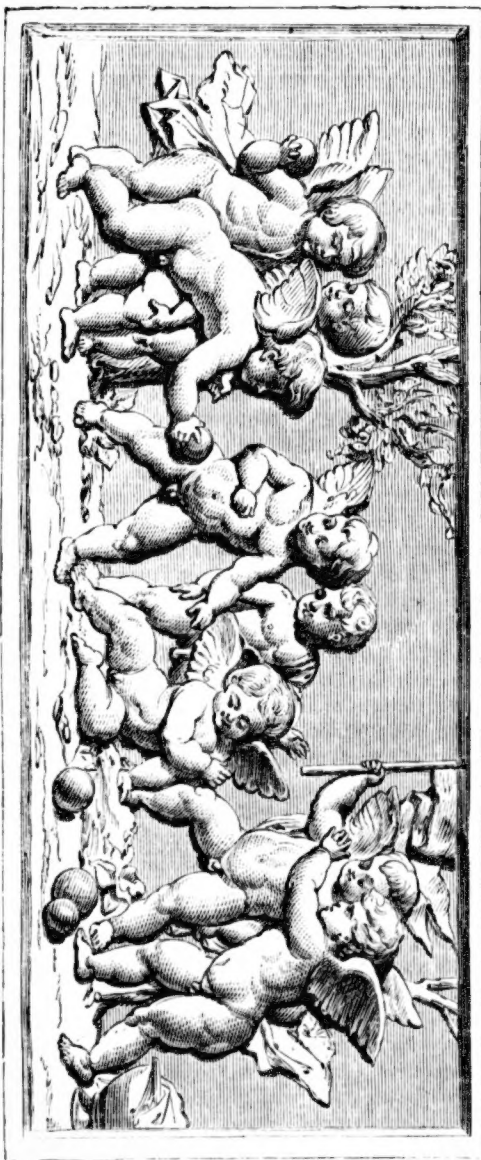
VINEDRESSERS' FETE AT VEVEY



FREIZE ROUND THE STATE APARTMENTS OF BUCKINGHAM PALACE.  
PAINTED BY L. GRIVET. FROM PHOTOGRAPHS BY F. HOWLETT—SEE "ILLUSTRATED TIMES" AUGUST 19, PAGE 101.



EAST WALL, NO. 4.



EAST WALL, NO. 5.

they had been living pictures. The whole scene was brilliant and highly effective. The three high priests and their choristers then performed a grand national hymn with wonderful effect and precision; and, after an address from M. Louis Bonjour, abbot of the brotherhood, who wore a violet robe and bore a bilton surrounded by a gold cross, the crowds (not coins, but veritable tiaras) were distributed as rewards of honour to the successful vine-dressers. The representative of the priest of Pales then sang an invocation, in a melodious voice of rare power and volume; and to this cantata succeeded an extraordinary ballet of gardeners and gardeneresses, who, according to the programme, were to be interrupted by an artificial storm, but who, without any theatrical properties whatever, were compelled to undergo the interference of the real elements in the shape of a pelting shower. Oh! such sad destruction to tiny shoes of blue morocco, and such a dragging and damping of short gaudy petticoats; but the dancers

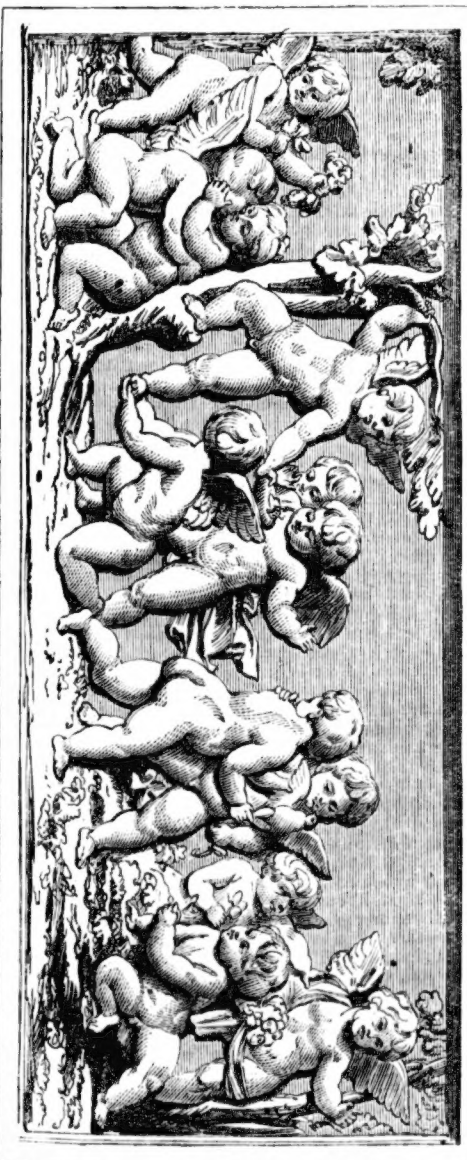


SOUTH END OF GALLERY.

took it all cheerfully, as real Swiss vine-dressers should, and nobody seemed much the worse. Each of the other high priests gave voice in a separate cantata, and was followed—he of Ceres by millers and gleaners; and he of Bacchus, who sang to the "God of the Vine, Father of Joy," by vine-dressers and reapers, bearing implements used in the various operations of their vocation, and accompanied by cars bearing trophies. The ballet of "Bacchus" was supplemented by a great bacchanalian dance, performed by fairs, sayers, and bacchantes, clad in panther skins, fleecings, and vine-leaf coronets, and whirling in a marvellous reel, which comprised such bounds and twirls as might well have been mistaken for the veritable delirium of the ancients. The fête terminated by a more sober dance, executed by couples from each of the twenty-two cantons, in full national costume; and then the entire procession defiled in all its beauty before the estrade of the brotherhood, and the grand fête of Verrey was at an end.



EAST WALL, NO. 6.



EAST WALL, NO. 7.



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### CLEANLINESS VERSUS CHOLERA.

WE have no wish to be alarmists, but, as it is just possible that the epidemic of cholera, which has for some time past been creeping slowly along the shores of the Mediterranean, may come further west and pay us a visit, it will be only common prudence that preventive measures should be at once and energetically adopted. It is not by spasmodic and terror-inspired efforts when the enemy is amongst us, that danger can be warded off. We must set our house in order betimes, and leave no lodgment for pestilence, if we can possibly help it. There now seems little doubt that the cattle plague is the result of the unwholesome condition in which dairy cows are kept in London and elsewhere: and we may rest assured that the causes which produce disease among cattle will also generate it in human beings. We have, perhaps, less to apprehend on the present occasion than when cholera formerly visited Western Europe—the season being considerably advanced, and excessively hot weather little likely to be experienced. The disease may, however, obtain a lodgment in the country this season, and attack us in force next year. Against this contingency we should be upon our guard. Most of our large towns—London particularly—are now in a better state as regards drainage than they used to be. But still there is enough of foulness left to afford good reason for apprehension, and to impress us all with the necessity of adopting efficient sanitary precautions.

The Scotch proverb that "dirt bodes luck" is one which we should think, not even the most perfect "Mrs. McClarty," or slatternly-inclined housewife, of the most Celtic of Scottish villages will now be disposed to put faith in, unless, indeed, we refine upon words and draw distinctions between good and bad luck. Dirt not only bodes but brings that worst of all luck—pestilential disease. It is in dirty towns, and in the dirtiest districts of dirty towns, that typhus and typhoid fevers, smallpox, cholera, and other disorders take earliest and deepest root, and are most fatal and most difficult to eradicate. This was the case on each occasion when cholera has appeared among us heretofore; it is the case with those typhoid fevers which unhappily are now domesticated in the country; and it will certainly be the case should the Eastern pestilence once again reach our shores. The obvious lesson which these facts teach is that we should adopt every means in our power of cleansing our dwellings of every vestige of filth that can be detected and removed.

In the returns of the Registrar-General just published we find that in London, which, as a whole, is now one of the cleanest cities in the world, the rate of mortality is 20 in the 1000 of the inhabitants, or 4 below the average of the kingdom; while in Salford, which is notoriously defective in its drainage and general cleanliness, the rate is as high as 34 in the 1000. While this statement is gratifying so far as the metropolis generally is concerned, we fear that there are portions even of London, and certainly there are of other towns, in which the state of affairs is far from satisfactory. St. George's, Southwark, a paragraph descriptive of the condition of which will be found in another column, may be cited as one instance in the metropolis where matters are in a shameful condition, and where the local authorities are by no means disposed, apparently, to do their duty. We had some time ago revelations forced upon our attention of the horrors existing in certain portions of Bethnal-green and other districts in the east end of London. We have ourselves lately had occasion to observe that there are spots even in respectable Bloomsbury, in notorious St. Giles's, and semi-aristocratic Westminster, where matters are not much better. Overcrowding, defective house-drainage, insufficient supply of water (to say nothing of the impure state in which the cisterns and water-butts are kept), bad ventilation, and general want of cleanliness, are features which are but too common still in our midst, and which positively invite visitations of pestilential scourges. This is undoubtedly the case in London; and in some provincial towns matters are still worse. Belfast has lately been suffering from a water famine. There being no reservoirs for supplying the town, water has had to be conveyed to the inhabitants in carts and by other similar means; and, of course, in these circumstances thorough cleansing of houses or streets is impossible. In the cellar-lodgings of Liverpool overcrowding and bad ventilation are such common occurrences as to excite little observation. In Glasgow, a few years ago—and we don't suppose matters are greatly improved yet—there were whole squares of densely-built houses, in which no means whatever were provided for carrying off impurities, which were allowed to accumulate in the courts and "closets" and infect the atmosphere. An Edinburgh medical inspector has just reported that, in that city, there are numerous "lands,"

or blocks of houses, containing from 400 to 700 persons, in which only one sink and one water-closet—and sometimes not even so much—are provided. No doubt other towns are equally bad as regards their sanitary condition. Immunity from disease is, therefore, simply impossible; and it is not in the least to be wondered at that, in every one of the towns we have mentioned, disorders of various kinds are constantly present.

In these circumstances, and with the possibility, at least, of a visitation of cholera impending over us, vigorous efforts to promote cleanliness and to improve the dwellings of the poorer classes should at once be made. We have in existence a general, and in most places a local, board of health. Let the machinery in the hands of these boards be immediately put into operation. Let inspection, and cleansing, and improvement in ventilation be pressed everywhere. Let overcrowding be discouraged. Let better supplies of water be furnished where needed. Let house-drainage be looked to, and cesspools abolished wherever they exist. If need be, let rates be imposed to carry out these measures. The money thus spent will amply repay itself. In short, let "Cleanse, cleanse, cleanse!" be the cry of all; and, if we do not gain a complete victory over disease, we shall at least mitigate its ravages. Even if we do not have to cope with the dreaded scourge—cholera—we shall reap the reward of our exertions in the improved health of the community generally.

### SAYINGS AND DOINGS.

THE BODY OF LORD F. DOUGLAS has been found. His head was driven right into the chest and one leg was off altogether. He fell 8000 ft.

MAJOR DE VERE, who was shot by a soldier of the Royal Engineers last week, died at Brompton Barracks on Tuesday night.

IN MINNESOTA the authorities have offered 200 dollars, for Indian scalps.

AN ACROBAT named Leslie has been crossing Niagara Falls on a tight rope and performing the most reckless feats.

CULTIVATION OF COTTON progresses satisfactorily in some parts of Italy—Venetia especially.

THE HEALTH of General Sir George Brown is now in a most precarious state. The gallant General is, it is feared, sinking fast, and but faint hopes are entertained of his recovery.

MESSRS. BUCHANAN, HAMILTON, AND CO., who failed some time since, with liabilities estimated at £803,256, have passed their examination in the Glasgow Bankruptcy Court.

THE FRENCH GOVERNMENT is about to send out an engineer to Japan, to establish an arsenal at Yokohama, on the ground ceded to France.

THE THEATROTALLERS are to have a great fête at the Crystal Palace on Tuesday next. Excursion-trains, we understand, will run from upwards of 500 stations.

M. DUPREZ, the ex-tenor, and M. Mermet, author of the popular opera "Roland à Roncevaux," have been made Knights of the Legion of Honour.

A SYSTEM OF ELECTRIC COMMUNICATION between passengers and guard has been established on the London and South-Western Railway.

A PROJECT is on foot to establish direct railway communication between Italy, Switzerland, and Germany, by a passage over the Helvetic Alps.

THE DUBLIN INTERNATIONAL EXHIBITION does not "pay," and it is feared that the guarantors will be called upon to make up deficiencies.

A FIRE, the cause of which has not yet been ascertained, took place in a vault in Kensal-green Cemetery last week, and, before it could be extinguished, burned several coffins and their contents.

THE KEEPER OF AN OLD CURIOSITY SHOP in the Rue de Grenelle has, it is said, discovered in the secret drawer of a bureau seventeen incriminated letters of Cardinal de Richelieu, addressed to Marion Delorme.

THE NUMBER OF STEAM-VESSELS at the beginning of this year was 2401, the registered tonnage 676,247, the gross tonnage 992,550. Five years before the number of vessels was but 1863, and the tonnage 429,474, exclusive of engine-room, and 666,513 gross tonnage.

ONE of our most important national monuments has had a narrow escape. It was intended to hold a congress of archaeologists at Stonehenge, dig under the altar-stone, and raise the fallen trilithon. Sir Edmund Antrobus, however, the owner, has, we are told, wisely set his face against the proposal.

THE UNITED STATES FRIGATE COLORADO, 42, is reported to be about to sail for England, in consequence of an order from President Johnson, to convey Mr. Bright to America, whether he is invited as the guest of the American nation, in recognition of his friendly sentiments towards the Union.

THE LITTLE UNPLEASANTNESS BETWEEN FRANCE AND PANAMA, arising out of the attack on the French consulate, where the Spanish Envoy had taken refuge, in May last, has been amicably settled by the Government of Panama offering a satisfactory apology to the Emperor.

GENERAL CIALDINI has transferred his headquarters from Bologna to Ancona in order to give confidence to the population during the prevalence of cholera. Among the 12,000 persons who have fled from the latter city on account of the disease there is no single public functionary.

THE YOUNGEST SON of the famous German dramatist, Augustus von Kotzebue, has written a comedy entitled "The Dangerous Friend," which has been brought out with some success at the Dresden Court Theatre. He writes under the nom de plume of "Augustsohn."

THE CURE of a church in Brest has written a letter to Admiral Dacres, asking him and his officers to subscribe for a new set of bells, upon the ground that the belfry was battered down and the bells taken away by the English, and that now the peaceful mission of the English fleet affords a happy opportunity for reparation.

THE GARDENERS employed by the Municipal Council of Paris to keep the public gardens in order have addressed a demand to M. Haussmann, the Prefect of the Seine, requiring that their wages be raised to 4*fr.* a day, or 12*fr.* a month, in place of 8*fr.*, 9*fr.*, and 9*fr.* at present paid, according to merit. They further demand the abolition of the first, second, and third classes of workmen; and that their hours of labour be reduced from twelve to ten on week days and to five hours on Sunday. These demands not being complied with, the gardeners threaten to strike.

A BREACH-OF-PROMISE ACTION, arising out of a whisky party, has been tried at Cork. The convivialities lasted all night, and in the course of the drinking defendant asked plaintiff to marry him. She whispered "Yes;" and forthwith two quarts of whisky were "specially ordered and consumed" by way of ratifying the agreement. Defendant, however, changed his mind; and the jury ordered him to pay £15 damages.

A COOK, in the service of Prince Alfred, got into a dispute, in the street at Bonn, with Count Ealenberg, nephew of the Prussian Minister of the Interior, and a volunteer in the Royal Hussars. In the course of the altercation the Count drew his sabre and wounded the poor cook so severely that he died soon after.

A GRANDNIECE OF CAPTAIN COOK, the great circumnavigator, died in Nile-street, Sunderland, a few days ago, in her seventy-fifth year, and her descendants still live in the neighbourhood. The maiden name of the deceased was Carter, and her mother was the daughter of Margaret Cook, sister to the distinguished sailor. She was born at Redcar Marten, not far from Cleveland, the birthplace of Cook, and where some descendants of the family still, or did lately, reside.

ROMANTIC ELOPEMENT.—Juvenile precocity at the present day is certainly occasionally astounding, but it is not often that a beardless stripling of sixteen feels himself competent to discharge marital duties and elopes from the parental domicile with one of the humblest domestics, whose only dowry happens to be a pretty face. An instance of the kind, however, has recently caused a great sensation in one of the principal towns of the "black country," the name of which might by a barbarous wit be distorted into being suggestive of the connubial state. While his disconsolate parent, who is a well known and extensive iron merchant, was vainly searching for the fugitives, the youth and his amatoria were travelling at express speed to Leamington. There it seemed as if their well-laid plans were doomed to be frustrated, as it was found impossible to convince the surrogate applied to for the license that the would-be bridegroom had attained the "years of discretion." Nothing daunted, however, the loving pair proceeded to the neighbouring village of Kenilworth, where a registrar's license was obtained and the indissoluble knot was firmly and effectually tied. Shortly afterwards the happy pair enjoying the honeymoon arrived in hot pursuit, but only to find the happy pair enjoying the honeymoon at the Bear. The youthful bridegroom was forcibly carried off by his friends; but the wife, with true womanly devotion, travelled by the same train, and the youthful husband was repeatedly heard to declare that nothing but death should sever him from his "Darling Rose."

### THE LOUNGER AT THE CLUBS.

As soon as I heard that Mr. Frederick Peel had resigned the office of Financial Secretary to the Treasury, I foretold that this nice berth would be offered to Mr. Childers, and that he would accept it. It is pleasant to be a true prophet; and now I will first tell your readers how I came to think of Mr. Childers. Of course, I pretend to no divine afflatus; neither was my vaticination a mere guess. I got at my results by a process of reasoning. Mr. Childers is the son of a clergyman, the Rev. Eardley Childers, of Canrey, Yorkshire. Of course, his father was never in Parliament; but his uncle was for several years, and was a steady supporter of the Liberal Government. The name of Childers then, though unknown to the public, except as the name of a horse, "Flying Childers," which, by-the-way, was named after some member of this family, was well known to Lord Palmerston. Mr. Childers, the new Secretary, early in life went to Australia to seek a fortune, and found it, and got into office there. From 1851 to 1857 he was a member of the Victoria Government. His office was Commissioner of Trade and Customs. He was also a member of the Legislative Assembly for a time. But, having made money, Mr. Childers, in 1858 (I think), returned to his native country. In 1859 Mr. Childers contested Pontefract, and was unsuccessful. But, on a petition being presented, Mr. Overend, Q.C., the successful candidate, rather than face it, accepted the Chiltern Hundreds, and Mr. Childers gained the seat. Very soon after the appearance of Mr. Childers in Parliament the knowing ones perceived that he was aiming at office, and prophesied that he would, in due time, get it; and in 1864 the prophecy was fulfilled by his appointment to the office of Junior Lord of the Admiralty, succeeding Mr. Stansfeld. Knowing, then, the ambition and career of Mr. Childers—how, evidently, from the first, he was bent upon climbing; how he had succeeded; and I may say, also, how well he had satisfied his patron in his office of Junior Lord—it seemed to me almost a certainty that the vacant post at the Treasury would be offered to him, and quite a certainty that he would take it. I did not see how Lord Palmerston could pass him over; and I was quite sure that the addition of a thousand a year to his salary, with the probability of being made a Privy Councillor, with the style of "Right Honourable" prefixed to his name, would prove irresistible.

True, it would have been better for the public service if Mr. Childers had stopped where he was; but that was a matter more for the consideration of Lord Palmerston than Mr. Childers. It could be hardly expected of Mr. Childers that he should sacrifice £1000 a year, a good step upwards, and the honour of having a privy councillorship, and the style of the Right Honourable Hugh Culling Eardley Childers, to the public service. When we come to think of the public service, this promotion is really lamentable; for consider what has occurred in that office of Junior Lord of the Admiralty. In 1859 Mr. Samuel Whitbread was appointed to this post, and worked hard and intelligently at a reform in the dockyard accounts. In 1863 his dilapidated health obliged him to retire; and then Mr. Stansfeld came into office and introduced an entirely new system. In 1864, when he was busy perfecting his system, he had to retire, and was succeeded by Mr. Childers, who, having just had time, and hardly, to make himself master of his work, now leaves it all unfinished. Who will be Mr. Childers's successor I know not; some tyro, though, no doubt (unless Mr. Stansfeld should be reappointed), and when he shall have tried his "prentice hand" for a time, he will aspire to something better, and get it. Can worse management than this be imagined? If the Government were to study for a year to devise "how not to do it," they could not hit upon a better plan than this. When a boy is apprenticed to learn the art of making shoes, he has old shoes given him, which he pulls to pieces and remakes, and thus he learns his trade; but when he has arrived at something like proficiency, he is not put to another trade, and neither does he have a salary whilst he is learning.

There is, however, another view of this subject, for which I am indebted to a friend of mine—to wit, old Admiral Grumbleton, who knows, or thinks he knows, the Admiralty and its doings well. He tells me that really these Junior Lords are of no use whatever, and that if they were abolished to-morrow the business would go on just as well as it did before. "Better," he says, "for they are only a hindrance to the work with their new-fangled schemes and impossible plans. Don't imagine that it is by these Parliamentary chaps that the work is done, or that improvements are really made. It is by the regular permanent staff, my friend, and not by these temporary Lords. If the Admiralty Acts have been reformed—and no doubt they have—you owe more to Sir Richard Bromley, the late Accountant-General, than you do to the whole Board of Admiralty, from the first Lord downwards." "Then," said I, "you think these Junior Lords useless?" "Worse," he replied; "for they cost a power of money, and take up half the time of the permanent clerks to cram them that they may make a show in Parliament." How far Grumbleton is right I have no means of knowing.

The *Pall Mall Gazette* tells us that Mr. Laing is to join the Government before the meeting of Parliament. But no office is vacant except the junior lordship of the Admiralty, vacated by Mr. Childers, which I venture to think Mr. Laing would not accept. Mr. Laing made a capital financial Secretary to the Treasury, but Mr. Childers has taken that post. I know of no office so suitable for Mr. Laing as the presidency of the Board of Trade. He is just the man for that post. He is a very able financier, and probably knows more about the commerce of England and the world than any man in the house. His views, too, on commerce, are large, comprehensive, and liberal. But Mr. Milner Gibson holds this office, and has shown no disposition to retire. He is fond of the honour of the office, with a seat in the Cabinet, if, as rumour reports, he does not take kindly to the work. I shall be curious to see who will be made Junior Lord, and what office will be found for Mr. Laing. That Lord Palmerston should wish to get so able a man as Mr. Laing into the Government I can well imagine; for the noble Lord, to do him justice, is always anxious to utilise all the available talent of the House. He is quite as proud of the ability of his Government as he is of the numerical strength of its supporters; and, like all able men, he knows a clever man when he sees him.

I am decidedly inclined to admire the pluck of all concerned in laying the Atlantic telegraph cable. Shareholders, directors, electricians, engineers, sailors, newspaper writers—everybody—seem to be sanguine of success. Now I can't quite share all this optimism; I can't see matters in so intensely *coulour-de-rose* a tint. It is quite true that the source of failures, when discovered, consists of excellent guides to future success. But is the avoidance of faults and the securing of future success quite certain in the case of the Atlantic telegraph cable? The same faults may be avoided in future; but may others, equally fatal, not be fallen into? Can a cable be manufactured sufficiently strong to bear the enormous strain which must be put upon it in laying? If the cable be made stronger, must it not at the same time be made heavier, and so leave matters very much as they are? Can the lost cable be fished up after it has lain for nearly a year at the bottom of the sea, and become imbedded in the ooze there? If it can be hooked, is it possible to construct tackle sufficiently strong to drag it to the surface, and which shall yet be manageable? Is not, in short, the stretch of about 1700 miles between Valencia and Newfoundland too great? and would it not be wise to seek some other route, which, though longer, would not involve such enormous unbroken lengths of cable, and so be more easy both to lay and to repair? Several other lines of telegraph to America are proposed, none of which involve more than about 500 or 600 miles of continuous cable. Would sound discretion not be shown in preferring one of these to the direct course across the Atlantic? I like the grandeur of the notion of flashing messages right through the vast waste of waters between the New and the Old worlds; I admire the boldness, and perseverance, and steadfastness of the promoters and workers-out of the conception; and I heartily wish them success. But I fear they are over-confident, and am inclined to think that trying for a smaller but safer triumph would be a more discreet course. However, I may be mistaken, and hope I am. Let our gallant electricians have another try, by all means, since they wish it. But not with the same sort of



cable; no, not with the same cable. That would be foolish in the extreme. It would show that we had learned nothing by experience, for all experience is now against this form of cable. Here are a few figures to confirm this view. At the present time there are 15,000 miles of cable submerged in the sea; of these not more than 4,000 miles are in working order; and of these 4,000 not more than 2,500 are of the type of the Atlantic cable, and these are nearly all in short lengths and shallow waters. Surely, then, it would be madness to try this type of cable again. Mr. Allan, years ago, foretold that this type of cable would never be a success. It is too heavy, and is liable to extension. Mr. Allan proposes a cable—specimens of which I have seen—which is not half the weight, is inextensible—that is, it will not stretch—and is fifty per cent cheaper. Surely, the heavy cable having failed twice, it is worth while to try a lighter one, that will not break with its own weight, will not stretch, can be paid out of the ship, instead of being dragged out, and, if a hitch occur, can be easily lifted.

Why won't some newspaper writers verify quotations before they use them? A leader-writer in a stanch Tory daily journal penned the following sentence the other day:—"Though not witty himself, Falstaff was the cause of wit in others." Now, if your contemporary had consulted his "Shakespeare," he would have found that what the "fat knight" did say was, "I am not only witty in myself, but the cause that wit is in other men." Falstaff not witty! Why, his wit is the essential feature of his character. Perhaps the writer referred to does not think Touchstone witty, either! Or was the passage knowingly perverted, as facts often are, in the columns of the same journal when they do not happen to support its arguments? Perhaps so. Only Shakespeare should not be made responsible for the nonsense the *Standard* publishes; for it is nonsense to talk of the jolly old knight as lacking wit, if the *Standard* had only the wit to see it. By-the-by, our contemporary is not always up to the mark in its criticism. A little time ago the *Daily Telegraph* said Lord Westbury had made himself obnoxious because he had often "breathed an apoplectic vein of something or other in the Lords." Our friend the *Standard* quoted it next day as a blunder of the *Telegraph*, being evidently unaware of the special sense in which the word "breathed" is often used.

Juvenile precocity is always a painful thing to witness, because one knows that it is generally produced at the expense of imbecility in maturity. For this reason I regret to see by an advertisement that a child, said to be only two years of age, is to recite whole scenes from Shakespeare and give other representations at a suburban music-hall. Recite whole scenes from the "Divine Williams" at two years of age! Why, the poor creature's mind must be over-tasked and destroyed in the effort. You might as reasonably impose on such an infant the task of carrying a bricklayer's labourer's hod. The child's body would be crushed under the one load, and its mind must be annihilated by the other. Very few precocious children ever accomplish anything noteworthy in after life, and no wonder: their minds are exhausted before they have had time to gather power. It is a pity that there is no Sir Peter Laurie to "put down" precocious infants; or, rather, those heartless parties—be they parents or what not—who make money out of the mind-murder of the unfortunates over whom they have control.

I regret to hear that Mr. W. Harrison, the eminent vocalist, is seriously ill. Mr. Creswick, R.A., our best English landscape-painter, is likewise suffering from severe indisposition.

#### THE LITERARY LOUNGER.

It is announced that Messrs. Smith, Elder, and Co. have become possessed of all the books of the late Mr. Thackeray. I wonder if they will publish a nice bound edition of the *Ballads* (which one has hitherto been unable to buy bound by themselves). One of the best things ever said or written by Mr. Hannay was that there was an *impluvium* of real poetry in the mind of Thackeray; but very few readers think as much of his verses as they deserve. Taken merely as workmanship, they are wonderful.

Some of our readers may have lately noticed that Mr. Ruskin subscribed £10 (or ten guineas) to the fund for discharging the election expenses of Mr. Mill for Westminster; and, if they have been guided by what most of the reviewers say of Mr. Ruskin, they must have been puzzled by the fact of this subscription. But there is nothing puzzling in the matter; and, if the other side were as willing to listen to Mr. Ruskin as Mr. Ruskin is to listen to them, we should be spared some writing which is very unfair to Mr. Ruskin. Let me try and make this clear.

In another column, apropos of the murderer-egotist, Forward, we were told, last week, that society owes to any one of its members only a clear stage. Quite true; and you get a just theory of social relations if you add the inexorable converse of the proposition—namely, Any one member of society owes society nothing but so to conduct himself that others shall not be hindered of a free stage. Unluckily, the majority of people only accept the first half of the theory. They are ready enough to maintain that society owes only a fair stage to Nokes and Styles; but they are also ready enough to maintain that Nokes and Styles owe all sorts of things to society which do not, and cannot, enter into such a theory of social relations. Hence confusion.

However, there is another theory of society, which we may call the theocratic, and it is that which is held by men like Carlyle and Ruskin; formally held and explicitly avowed by them and their disciples, informally and implicitly held by the majority of people everywhere. This theocratic conception comes to this:—That society *does* owe much more than a fair stage to each of its members, that it owes them guidance and help in difficulty and paternal correction in error. In this theory government is execution by formal methods of the will of a Divine Father among so many brethren, a theory expressly avowed by men like Ruskin and Carlyle over and over again, and saturating all their write.

Now, the adherents of this side have as much right to a Science of Political Economy as the other side has. Such a science is equally possible to them, and they maintain that they have it. Mr. Carlyle's whole life has been spent in trying to damage the other theory. Mr. Ruskin has only of late years taken expressly to the task of following up the work.

But it is manifestly unjust (and absurd) to criticise Mr. Ruskin's Carlylese political economy from the *laissez faire* side, as if the same fundamental principles were admitted on all hands. Yet this very injustice has been committed, and so far as I know, committed everywhere with respect to Mr. Ruskin's recent works. What Mr. Ruskin's opponents have to do is either to attack his first principles, or to show that, admitting them, his reasonings are false. It is only imposing on the public for reviewers who know better to abuse him on *laissez faire* principles.

And I may here warn the general reader that there is a quite decided current setting in from the Carlyle-Ruskin side of these questions, whatever noisy reviewers may tell him. And it is fitting that a claim for justice to the Carlyle-Ruskin side should come from those who, like the present writer, adhere to the other side; who think, as I do, that *laissez faire* is the proper basis of government and society, and that the rest should be handed over to the sphere of voluntary personal beneficence.

There is another thing to be said specially with reference to Mr. Ruskin. He has been accused on all hands of deserting his art-studies and going "beyond his last," like our old friend the cobbler. Now, in the first place, this is begging the question; in the second, Mr. Ruskin is not anybody's property. Because he has happened to please Brown and Jones writing about Art, Brown and Jones have no right to turn round and tell him to "shut up" when he begins to talk about something else. In the third place, and most important of all, Mr. Ruskin has generally approached economical questions from the side of aesthetics, and attacked (what he considers to be) the abuses of *laissez faire* as affecting the beauty and nobleness of life—surely fair topics for an artist.

One word more. Let not the general reader—unaccustomed as he must be to burrowing into things as a bookworm like me burrows—let him not be too ready to believe that any man who is known in one walk of literature is necessarily unfit for another. No

man was more ridiculed for his "political economy" than Dr. Chalmers while living. It was his "hobby," his what-not; he was a cobbler going beyond his last; and so on. Yet, turn over Mill's "Political Economy," and see how often Mill thinks it worth his while to mention the name of Chalmers.

I will give one further illustration, which may make readers of reviews cautious. When Mr. G. H. Lewes published his "Seaside Studies," in 1858, he was told by "competent" authorities—the *Westminster Review* for one—with supercilious "good-humour," to leave scientific subtleties alone. "No sutor ultra crepidam," said the reviewer, in so many words. Yet I suppose it is now admitted that Mr. Lewes knows something of physiology, and is an excellent man of science! while in certain quarters it is quietly alleged that his original, independent contributions to the philosophy of science are quite capable of standing alone and waiting for acceptance. It is always so. The new comer is sure to be challenged, and, if possible, put down. Nothing excites more jealousy than versatility.

Thus, in brief (1) I disagree with Mr. Ruskin. But (2) I think all he says should be listened to as the words of a man who is in his place, and not out of it. And (3) I venture to suggest that to criticise him from the *laissez faire* side, as if there were admittedly no other, is about as monstrously unjust a thing as could be done.

#### THEATRICAL LOUNGER.

Despite the weather, despite the absence from town of everybody—except policemen, actors, loungers, and other unfortunates compelled to remain in it—despite the quantity of Shakespeare which the British public has witnessed during the past theatrical season, the HAYMARKET THEATRE has been well filled every night since Mr. Walter Montgomery opened it for the production of the accepted legitimate drama only and of one new tragic play in five acts, "Hamlet," "The Lady of Lyons" (that very bad play), and "King John" have proved attractive. It must not be forgotten that "Ixion" and symmetry—to say nothing of the Hon. Lewis Wingfield—have had a share in the popularity of Mr. Montgomery's brief but successful campaign. The latest novelty (?) has been "Othello," which was played on Monday night, with Mr. Ira Aldridge as the noble, jealous Moor. Mr. Ira Aldridge is what some people call a "gentleman of colour"—that is to say, he is indebted to Nature for being enabled to act Othello without having to dye his face for the part: not to put too fine a point upon it, he is black. Mr. Aldridge is an actor of great experience and considerable reputation. His most recent laurels have been gathered on the Continent, where he is extremely popular. In Russia, Prussia, Austria, and through the German States, he has been well received; and orders of civil merit have been conferred upon him by several Sovereigns. He is a Chevalier of some foreign order, and, in consequence, is styled in the playbills "the Chevalier Ira Aldridge." Mr. Aldridge plays Othello with great care and conscientiousness. His whole performance is intelligent and energetic; he attempts no new readings, but treads in the beaten path marked out for all Othellos since the days of Edmund Kean. The same remark applies to Mr. Montgomery's Iago. Miss Madge Robertson was a most graceful, interesting, and pathetic Desdemona. Miss Atkinson's rendering of Emilia is familiar to the lovers of Shakespearean performance, and its well-known excellence renders comment superfluous. It is said that the new play "Fra Angelo" is to be produced on Monday next.

"Rip Van Winkle," a new drama by Mr. Dion Boucicault, is already announced upon the walls. Mr. Jefferson, the famous American actor, appears in the principal part at the ADELPHI on the 4th of next month.

#### Literature.

*The Confederation of the British North American Provinces; their Past History and Future Prospects, &c.* By THOMAS RAWLINGS, Author of "The United States and its Future." S. Low and Co.

Although this is not Mr. Rawlings's first appearance in print, he claims, in a dedication to the Hon. William Napier, a little mercy for his book being disjointed and fragmentary. A merchant, he says, lays no claim to the dignity of a *littérateur*. This is, in all probability, genuine and proper modesty; although it might be misconstrued into sarcasm, since the great majority of merchants would scorn to have any dealings with pen and ink that were not strictly confined to advices and bills of lading, with a little in the banking way, throughout the twenty-four hours. Mr. Rawlings is quite right. A man is not always master of his work when he travels out of his own profession; although the recent "Working Men's Industrial Exhibitions" show what excellence may be attained in an avocation. Had Mr. Rawlings been a professional *littérateur*, we think he would have avoided piling much "fine writing," which at present comes in rather comically here and there in the midst of useful statistics. But the value of the book is so genuine, and its good feeling so intense, that an occasional gushing paragraph produces anything but a bad effect. The object of the book is to give general information concerning the Canadas, Nova Scotia, and all the other British colonies of North America with reference to their projected confederation; a plan which is in every way desirable, and which the author most warmly advocates. Also, the important subject of a railroad across the continent to Vancouver Island, or British Columbia, is discussed at length from many reports of high authority. The route must be, or should be, through a portion of the United States, which would probably have an effect upon the two nations equally important politically and commercially; and therefore Mr. Rawlings has much to say about that country which people have a knack of calling simply "America." Engineers are told to laugh at the difficulties of the Rocky Mountains; ethnologists are told not to despair of the noble savage; and philanthropists are recommended to invest in agricultural implements for the improvement of the docile red man. At all events, there is little doubt but that a railroad in those regions would soon become a kill or a cure for the aborigines, as is usually the case wherever the white man plants his foot; and the ultimate success of such an enterprise is beyond all question. A railroad through the mountains is about the only thing which can ever make the hard but auriferous soil of Vancouver's Land a really prosperous colony. Its isolation is at present a great protection, but an iron road would be a greater protection still.

This carefully compiled and considered volume may be left to the care of every thinking man who is not so entirely engrossed with "his own, his native land" as to have no cue for communities which have sprung from it. It will be found interesting in its special subjects, and will serve to refresh the memory in re Scandinavian adventurers, Columbus, Vespucci, Raleigh, Gilbert, &c. It should be remembered that the population of England, two centuries since, was no more than that of our American colonies to-day, and that the difference of extent of territory is almost a matter of fancy calculation. The subject is of the utmost importance.

*Bradshaw's Handbook to Normandy, including the Channel Islands; with Notes, Historical, Traditional, and Descriptive.* By HERBERT FRY. London: W. J. Adams; Manchester: Bradshaw and Blacklock.

There is no part of France—perhaps no part of the European continent—that possesses so much interest for Englishmen, and a large portion of Scotchmen too, as Normandy. Though "Saxons, and Danes, and Normans are we," the Normans have made their mark most deeply and most conspicuously upon our history, our laws, and our institutions, although, perhaps, not upon our language. From Normandy came that race of tall, handsome, hawk-eyed warriors, rulers, orators, and poets who cut such a prominent figure in the Middle Ages in Europe, and stray scions of which even penetrated to the East, and made themselves positions among Turks, Saracens, and Greeks. Thence were derived both the Norman and Plantagenet Kings of England, while the Brues of Scotland came from the same prolific source. The family who were called De Brus in England and Bruce in Scotland are still represented by the Brues in Normandy; a

scion of the house having been matched—as a French Admiral—against our own immortal Dane extracted Nelson. The De Gournays are even now prominent in England under the name of Gurney—a name great among financiers; but the descendants of the Norman warriors have converted their swords into steel pens; instead of wielding the lance and the battle-axe, they now handle the ledger and the bank-book; and, instead of the helmet and hauberk of the knight, now don the broad-brimmed hat and collarless coat of the Quaker. England owes much good as well as much evil to her Norman conquerors. If they brought us feudalism and great territorial magnates, who ruled their Saxon vassals with an iron hand; if from them we got some of our most tyrannical Kings, from them also came those bold Barons who withstood the encroachments of the Crown, and in conjunction, ultimately, with the greatest of the Plantagenets, Edward I., laid the foundation of that system of government by Parliaments of which we are all so proud at the present day. It is not surprising, therefore, that Normandy should possess a peculiar interest for Englishmen, or that a tour in that portion of France should be one of the most inviting on the Continent. Everything in Normandy, nearly, has a quaint, old-world air about it. The towns, with their narrow streets and old cathedrals, are quaint; the people and their costume—especially the queer, high muslin caps worn by the women—are quaint. And then there is so much that is historical everywhere in the province. Rouen and Barleux, Bayeux and its tapestry, Caen, Cherbourg, Dieppe, Evreux, Harfleur, Honfleur, La Hogue; Rollo, Guillaume-de-le-Epée, the Conqueror, Robert of Normandy, Cour-de-Lion, and a host of other persons and places, are remarkable. A new interest has been added to our old associations with Normandy by the fortifications of Cherbourg, and the late visit of our fleet to that famous harbour. Altogether, the Norman dukedom is a country with the history, topography, and antiquities of which Englishmen should specially make themselves acquainted; and we therefore recommend those of our readers who can manage to make their holiday tour extend so far to provide themselves with "Bradshaw's Handbook," and spend as much time as they possibly can in visiting and examining the many places of interest described so graphically and agreeably by Mr. Herbert Fry. Don't let anyone be frightened at the name of Bradshaw on the cover of this book. There is nothing here of those bewildering masses of figures which it is doubtful if even Bradshaw himself, or any railway official in the country, altogether understands. Mr. Fry lays out a plain route for the traveller to pursue, and then tells him all that is interesting in connection with the several places visited. Here we have history, biography, legend, topography, antiquities—everything, in fact, that is necessary to make the journey at once interesting, instructive, and agreeable. All this is told in a light, graceful, and elegant style. The pages are not—as is usual with those of ordinary guide-books—loaded with unnecessary and tedious details, and long, dry quotations from gazetteers. All is said that is useful, and nothing is added that is superfluous. This is, in short, a model guide-book, written by a gentleman thoroughly up in his subject, interested in it himself, and therefore certain to interest his readers. As such, we cordially recommend it.

*Share and Share Alike; or, the Grand Principle.* By MRS. ELLIS, Jackson, Walford, and Hodder.

The authoress of "The Women of England," &c., is now devoting herself to the working classes of England. "Share and Share Alike" is a short story written especially for "Penny Readings," in which anything recondite is sure to miss its mark. For the present, at least, the literature must be of the plainest kind, as far as the actual wording goes; but, for the ideas, they may be lofty enough so long as they are put in an understandable form. Mrs. Ellis illustrates the folly of the many discontented amongst the labouring classes, who growl when a carriage passes, and dream of a division of wealth. Many of the inhabitants of Grumbleton are in this wretched state, and a couple of sensible philosophers teach them the truth by an amusing process. The grumblers emigrate, and solemnly divide all the wealth amongst them equally, everybody keeping back something from the brethren's knowledge. Quarrelling soon sets in, and in time things resume their natural channel. The industrious people thrive. They get better coats, and one man has a horse and cart. The lazy people grumble, and envy is once more the order of the day. Excepting the difference between the moral and the physical, it becomes precisely the breakdown of Hawthorne's "Blithedale Romance," which probably suggested the humour of "Share and Share Alike." The success of Mrs. Ellis's purpose has been already proved in public, and the example is good enough to be imitated.

*Childhood in India; or, English Children in the East.* By the Wife of an Officer, late H.M. Service. Jackson, Walford, and Hodder. This is a short and interesting narrative for the young, and is "founded on fact." Captain Campbell, with his wife and two children, are at Calcutta, whence the regiment is ordered to Agra; and all the bustle of an Indian march is described in a vivid manner, which cannot fail to fascinate young readers. Then there is a journey of two hundred miles down a river, and throughout every opportunity is taken of describing European life in the East, and native manners and customs, together with explanations of native words. The mutiny of 1857 breaks out, and our friends get separated. The children are always beset by dangers, but they are saved by worthy and attached servants of Captain Campbell, who stain them dark and dress them in native clothes; and one day life and drum are again heard, and a happy meeting and conclusion ensues. These are excellent pages for children, as they are plainly written, and are quite free from the "slang" of Indian literature; whilst in a story of suffering we may be sure that good lessons are being constantly taught. The publishers seem resolved to do their share in the book well. Like "Share and Share Alike," "Childhood in India" is handsomely printed on splendid paper, and bound with strength as well as taste, which will long resist the most ardent ravages of time and juvenile hands.

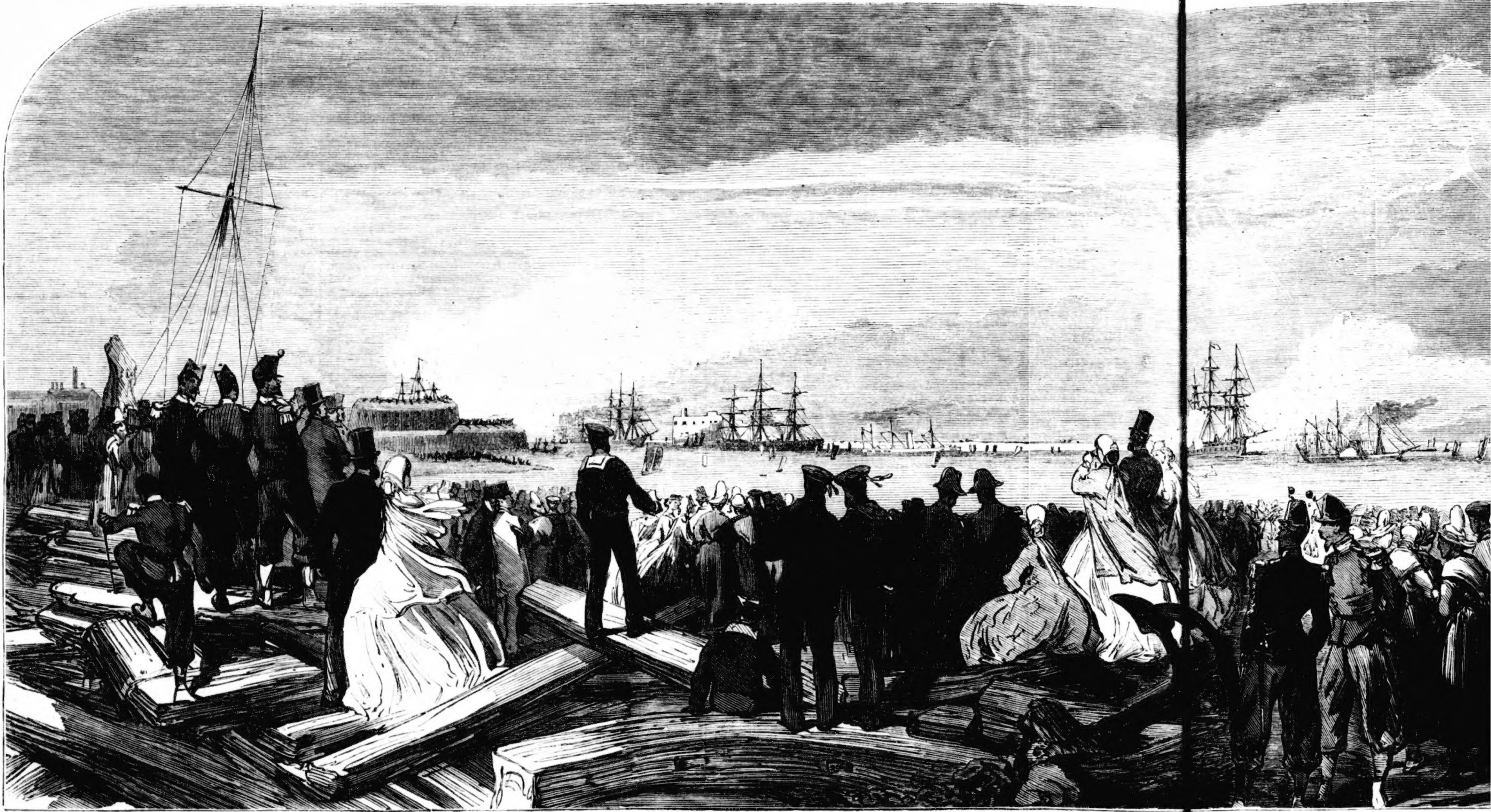
*Normanton.* By A. J. BARROWCLIFFE, Author of "Amberhill," &c. Smith, Elder, and Co.

The new monthly volume of Messrs. Smith and Elder's Shilling Standard Authors is Mr. Barrowcliffe's "Normanton," which received considerable praise in these columns on its first appearance in a more imposing form. A second reading fully confirms the favourable impression produced by the first. Mr. Barrowcliffe writes with grace and feeling. The character of Lilla is prettily drawn—the girl who cannot conceal her love, and whose thorough delicacy is shocked at a coarse allusion to the fact by one of her own sex. Mark is a shade too chivalrous—gentlemen are not fond of making friends with poachers and having themselves arrested for the poachers' misdeeds—but he is a splendid contrast to Hastings, whose luck and ill-luck seem ever in extremes. "Normanton" is an interesting story, and should attract railway passengers just now. With any amount of "oscillation of the stuffing-box" the clearness of the print would make it quite readable.

A MODEL PARISH.—The sanitary history of St. George's, Southwark, during the past five years is a catalogue of horrors. Mr. Rendle was found to be too active in the performance of his duties as medical officer of health, and his place was made untenable. Then Dr. Bateson was appointed, and since his appointment the parish has been swept time and again by typhus fever. The density of the population and the close, badly-built dwellings in which they for the most part exist are not small evils. These alone afford means for the spread of the disease when once it has gained a hold. But their strength has been frightfully augmented by the neglect of the vestry to enforce such conditions as the law enables it to dictate to the owners of property. In street after street, if one traverses the parish, complaints are heard of a deficient supply of water. In court after court it is found that scores and even hundreds of human beings live without any water at all. Where receptacles are placed they are often incapable of holding anything. People were weeks without the means of cleanliness, and then were nearly as long deluged, until some stranger discovered by chance a great hole in the butt. Unsound water-butts have taken weeks, and even months, to put in repair; dustbins have been months in progress. Such dilatoriness and neglect have produced their necessary consequence in the production and spread of typhus fever to the number of upwards of three thousand cases during four years.—*South London Chronicle.*



T H E F R E N C H A N D B R I T I S H F L E E T



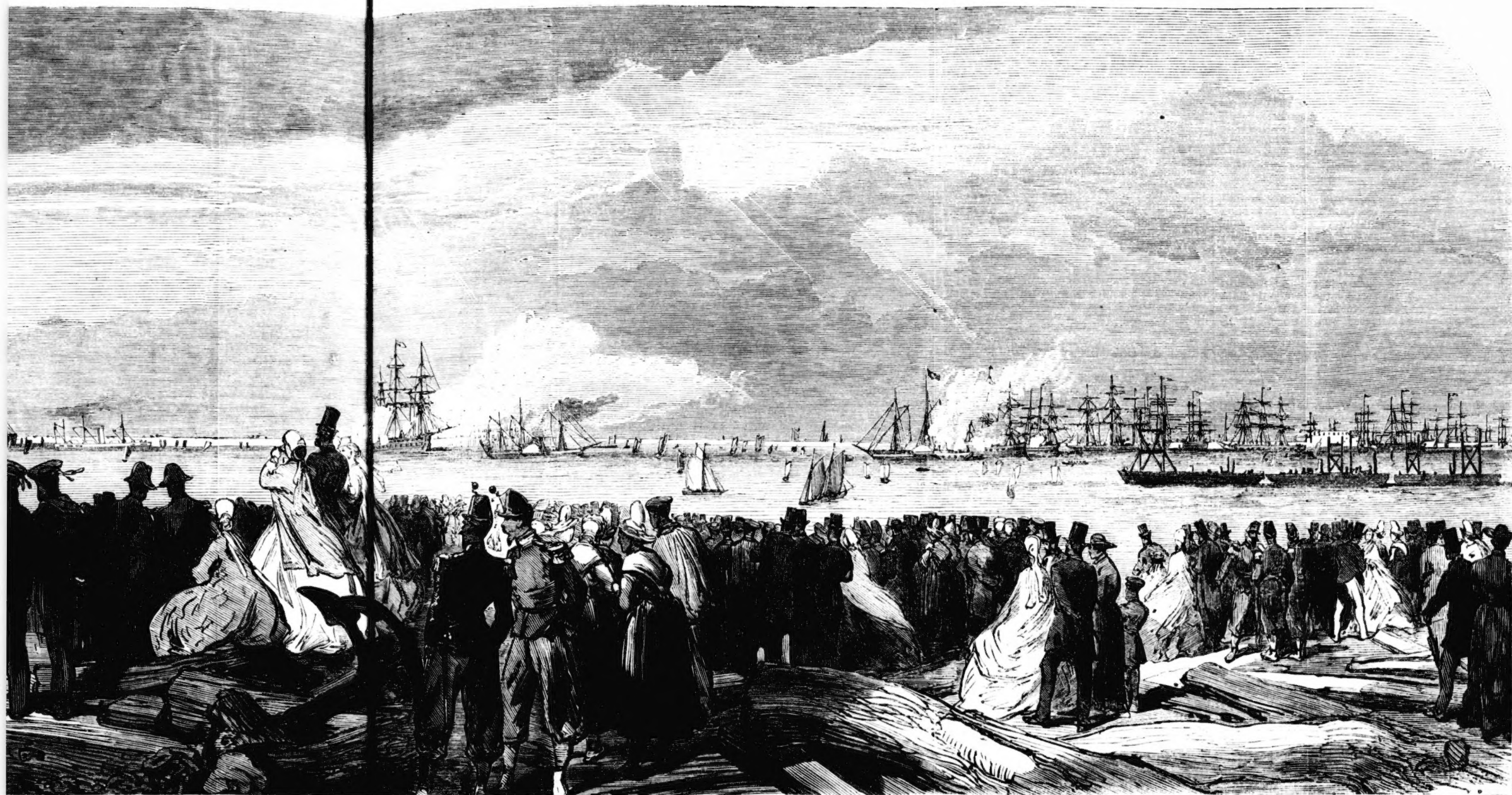
THE BRITISH SQUADRON ENTERING THE HARBOUR.



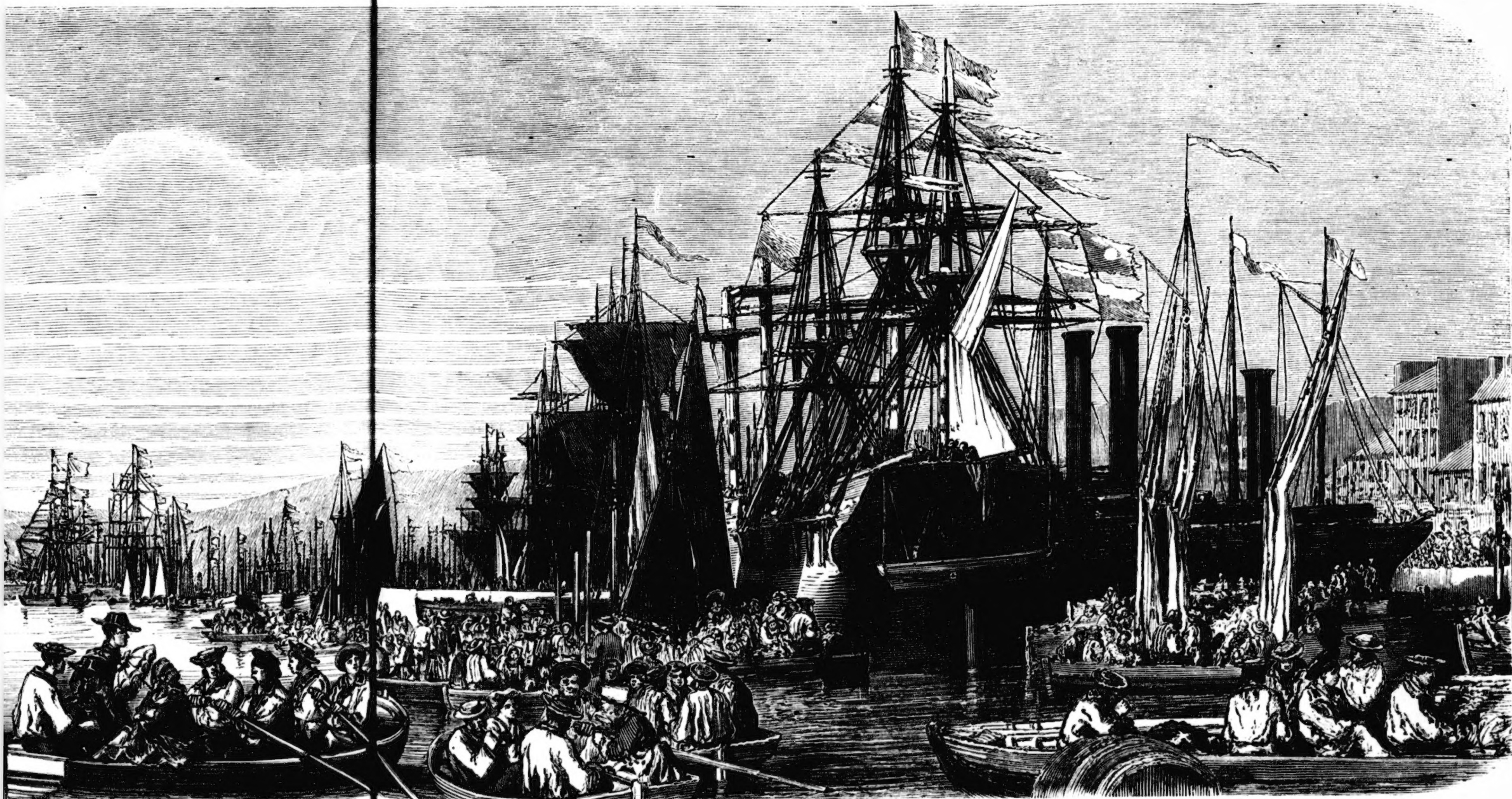
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D B R I T I S H F L E E T S A T C H E R B O U R G .



THE BRITISH SQUADRON ENTERING THE HARBOUR.



THE COMMERCIAL PORT ON THE APPROACH OF THE BRITISH SQUADRON.—SEE PAGE 114.



## THE LAYING OF THE ATLANTIC CABLE.

## DIARY OF EVENTS.

DR. W. H. RUSSELL has furnished a long and interesting history, in the form of a diary, of the unfortunate Atlantic cable expedition. At the commencement of his narrative he describes at length, and with his usual vividness, the events connected with the starting of the Great Eastern with the spliced cable on the 23rd of July. He then notices the accident to the cable on the 24th and its reparation, involving altogether a detention of thirty-eight hours. From the 25th to the 28th the expedition appears to have proceeded successfully and with confidence on the part of those on board as to the result. As shown on the 28th, 531 nautical miles of cable had been paid out, the distance from Valencia being 476 miles. On the following day occurred a total loss of insulation. About midnight, "after nearly ten hours of much anxiety and trouble," the cable was recoiled, and measures taken to begin paying out with the early dawn. The defects in the cable now "began to excite grave suspicions, and to disquiet men's minds considerably." On Sunday, the 30th of July, there was no material incident, and "the insulation tests showed a high degree of excellence." The narrative, or diary, then proceeds as follows:—

"Monday, July 31.—At 3 a.m. the screw engines were stopped, and at 3.30, ship's time, the paddles were slowed, in order to allow the last coil of the after tank to run out and the operation of paying out to be transferred to the fore tank. Not the slightest difficulty was experienced in the transfer, and at ten minutes to three a.m., or a little before five, Greenwich time, the Great Eastern steamed ahead, lowering the cable at a decreased rate of speed. At noon the distance run was 793 miles, the cable paid out 903, the tests showing a great improvement, so as to elevate the standard of the cable very much above the quality specified in the contract. The latitude, 52° 9', long. 31° 53'. An examination was now made of the portion of cable in which the 'dead earth' was known to exist by a series of exhausted electrical tests. Slowly but surely the defective portion of the cable was reached and cut out. A very painful discovery was then made. An incision was visible in one strand of the hemp covering an external wire, and, on unravelling the strands so as to expose the insulated wires, a piece of broken iron wire was found driven through the gutta-percha covering, so as to project beyond it on each side to the extent of the diameter of the cable: one end was sharp, as if cut with a nipper; the other was broken off abruptly, and the diameter, on the gauge being applied, corresponded with that of wire covering the cable. It was impossible to resist the irritating and sorrowful conviction that such an injury was the work of some hired cable assassin or some purposeless malefactor. Mr. Canning showed the cable and the stab to the cablemen, who admitted that the mischief could not have occurred accidentally; and those who were in the tank when the cable was injured being of the same gang as that which was on duty when the other piece of wire was forced into the cable, were transferred to different duties on deck. The gentlemen on board the ship formed a corps of supervisors, who undertook to watch in the tank turn about, and the men employed gave their acquiescence. A dead calm prevailed nearly the whole of the day; the waters were unbroken even by the gentlest ripple.

"Tuesday, Aug. 1.—We have passed the fatal spot where lie buried all that remains of these Atlantic cables. The ship's position at noon, lat. 51 deg. 52 min. 30 sec., long. 36 deg. 8 min. 30 sec.; distance from Valencia 942 miles, 747 from Heart's Content. Cable paid out, 1081 miles. During the day nothing whatever occurred to interrupt the uniform progress of the operation. It is supposed that the Great Eastern is in soundings of between 1975 fathoms and 2250. The weather, although overcast and grey, was favourable. The wind from the N.W., altering to S.W. The ship's course N.W. by W. ½ W. The Terrible in her usual position. Expectations entertained of seeing land on Saturday morning.

"Wednesday, Aug. 2.—A sad and memorable day in the annals of Atlantic telegraphy. After midnight, the wind rose, accompanied by heavy showers of rain and dense drifts of fog, and increased to a strong gale to the S.W.; but the ship scarcely felt it, and went on paying out cable without let or hindrance at a high rate of speed, seven knots an hour. About daybreak the wind suddenly shifted to N.N.W., and fell to a light breeze, and at 4 a.m. the course was altered to N.W. by W. ½ W., the sea falling. Morning broke beautifully, and the cable ran out easily, at the rate of seven miles an hour. At 5.35 a.m., ship's time, the paddles reversed, by orders from the electricians' room. In fact at 8 a.m., Greenwich time, or a minute after, whilst the electricians were passing the first of the half-hourly series of currents to the shore, the galvanometer detected a flow of electricity which indicated a serious fault. The tests gave no result as to locality, for the fault was very varying; but it was generally believed to be not far from the stern of the ship. While Mr. Cyrus Field was on watch in the tank, a little before the time of the accident, a grating noise was audible as the cable flew over the coil, one of the experienced hands immediately said 'There is a piece of wire,' and called to the look-out man above to pass the information aft; but no notice appears to have been taken of the circumstance. After the ship had been stopped for a short time and the remainder of the fluke in which the fault was supposed to have occurred had been paid out, a piece of wire was seen projecting out of the cable in the fluke, and one of the men taking it in his fingers and trying to bend it down, the wire broke short off. It was nearly three inches long, and evidently of hard ill-tempered metal, which had flown out through the strands of the cable in the tank. The fault in the cable which had gone overboard might obviously have been caused by such a piece of wire, and there could be no doubt that the wire of the outer covering of the cable was capable of inflicting injury on the gutta-percha it was intended to protect. The discovery was in some measure a relief to men's minds, because it showed that one certainly, and the second possibly, of the previous faults might have been the result of similar accident. It was remarked, however, that this fault occurred in the same watch as all the previous misfortunes that had occurred. As the fault was too serious to be overlooked, and as there was a difficulty in detecting its situation, preparations were made to get the picking-up apparatus ready. Previous to doing so, two cuts were made in the cable; the first near the old splice between the main and the fore tank—cable all right—the second cut three miles inboard, which showed the fault to be in the portion of the cable which was overboard. The wire rope and the chain were now secured to the cable forward, which showed a maximum strain of 23½ cwt., and at 9.55, Greenwich time, the cable severed and went over the stern, 1186 miles having been paid out when the end splashed into the water. With less difficulty than usual, in fact with comparative facility, the cable was hauled in over the bows at 10.8 a.m. Greenwich time. The strain on it, according to the dynamometer, being from 50 cwt. to 55 cwt., although the latter figure represented the maximum, only reached on one occasion. We were, however, nearly in 2000 fathoms water, but it was considered a favourable circumstance that we had not got a few miles farther, as we should then have been in the very deepest part of the Atlantic plateau. As far as could be ascertained the ship was now over a gentle elevation, on the top of which there was only 1950 fathoms of water. The picking up was, as usual, exceedingly tedious, and 1h. 46m. elapsed before one mile was got on board; then one of the engine's eccentric gear got out of order, so that a man had to stand by with a handspike, aided by a wedge of wood and an elastic band, to aid the wretched engine. Next, the supply of steam failed, and when the steam was got up it was found that there was not water enough in the boilers, and so the picking up ceased altogether for some time, during which the ship forged ahead, and chafed against the cable. Then occurred the great misfortune. Lunch was just over; some had left the table, others were about leaving. The scientific gentlemen had rather cheered us by stating that they believed the defective part was only six miles away, and so ere dead nightfall we might hope to have the fault on board, make a new splice, and proceed on our way to Heart's Content, geographically about 600 miles away. Suddenly Mr. Canning appeared in the saloon, and in a manner which caused every one to start in his seat, said, 'It is all over—it is gone,' and then hastened onwards to his

cabin. Mr. Field, ere the thrill of surprise and pain occasioned by those words had passed away, came from the companion in the saloon and said, with composure admirable under the circumstances, though his lips quivered and his cheek was blanched, 'The cable has parted and has gone overboard.' All were on deck in a moment, and there indeed a glance revealed the truth. I will endeavour now to explain how the fatal accident occurred. I say fatal, for although as I write we are drifting upon the spot in the hope of getting hold of the cable with grapnels, I scarce venture to hope this attempt will be crowned with success. Let the reader turn his face towards a window, and imagine that he is standing on the bows of the Great Eastern, and then, of course, on his right will be the starboard, on his left the port side of the ship. In front, fixed in the bows, is a large V wheel, as it is technically termed, with a smaller wheel of the same kind on the same axis at each side for the purpose of picking up cable, lowering buoy ropes, and the like. It is simply a solid metal wheel with a deep groove in the shape of a V on the rim, in which the cable is drawn as it is pulled up from the sea by the picking-up apparatus, and thence is wound under the dynamometer and drum wheels till it has passed the breaks, and is coiled down aft in safety. For some time there was no strain of any consequence on the wire rope to which the end of the cable was attached in the sea, and it came up easily, drawing the cable after it gradually to the bows of the ship. So long as the stem could be kept in the same vertical plane as the wire on the cable, it is evident that they would pass in a straight line over the groove in the V wheel. There are at the bows of the Great Eastern two large hawse pipes, the iron rims of which project for more than a foot beyond the line of the stem. As long as a strain was kept on the cable and the ship's bow did not come directly upon it those hawse pipes caused no inconvenience, but when the picking-up machinery ceased to act it was necessary to stop the ship. It was not possible to move her astern, for in that case she would have snapped the cable, nor could she go on ahead without running over the cable. Thus, at a crisis when motion was needed, the Great Eastern was forced to forego the use of her engines, whilst her vast broadside was exposed to the wind, which was drifting her to the reader's left-hand side, till by degrees an oblique strain was brought to bear on the cable, which came up from the sea to the bows on the right-hand side of the stem. Captain Anderson exerted all his skill to keep the ship's head up to the cable, and succeeded till there occurred a hitch caused by the hawse pipes, that might have been obviated if any human being could have foreseen it. Against one of these the cable caught on the left-hand side, while the ship kept moving to the left, and thus chafed and strained the cable greatly against the bow, for now it was held by this projection and did not drag from the V wheel as I have just said. The Great Eastern could not go astern lest the cable should be snapped, and without motion some way there is no power of steering. At this critical moment, too, the wind shifted, so as to render it more difficult to keep the head of the ship up to the cable. As the cable then chafed so much that in two places damage was done to it, a shackle chain and a wire rope belonging to one of the buoys were passed down the bow over the cable and secured in a bight below the hawse pipes. These were hauled so as to bring the cable, which had been caught on the left-hand side by the hawse pipes, round to the right-hand side of the bow, the ship still drifting to the left, whilst the cable, now drawn directly up from the sea to the V wheel, was straining obliquely from the right, with the shackle and rope attached to it. It was necessary to do this instead of veering away, as we were near the end of the cut of cable. The cable and the wire rope together were coming in over the bows in the groove in the larger wheel, the cable being wound upon a drum behind by the machinery, which was once more in motion, and the wire rope being taken in round the capstan. But the rope and cable, as I have tried to explain, were not coming up in a right line, but were being hauled in with a great strain on them at an angle from the right-hand side, so that they did not work directly in the V in the wheel. Still up they came. The strain was shown on the dynamometer to be very high, but not near breaking point. At last up came the cable and wire rope shacking together on the V wheel in the bow. They were wound round on it slowly, and were passing over the wheel together, the first damaged part being inboard, when a jar was given to the dynamometer, which flew up from 60 cwt., the highest point marked, with a sudden jerk, 3½ in.—in fact, the chain shackle and wire rope clambered, as it were, up out of the groove on the right-hand side of the V of the wheel, got on the top of the rim of the V wheel, and rushed down with a crash on the smaller wheel, giving, no doubt, a severe shock to the cable, to which it was attached. The machinery was still in motion, the cable and the rope travelled aft together, one towards the capstan, the other towards the drum, when just as the cable reached the dynamometer it parted, and with one bound leaped, as it were, over a few feet of intervening space and flashed into the sea! It is not possible for any words to portray the dismay with which the sight was witnessed and the news heard. It was enough to move to tears; and when a man came aft with the inner end lashed still to the chain and one saw the tortured strands, torn wires, the lacerated core, it is no exaggeration to say that a strange feeling of pity, as though for some sentient creature, mutilated and dragged asunder by brutal force, passed through the hearts of the spectators. But of what avail was sentimental abstraction when instant strenuous action was demanded? Alas! action. There around spread the placid Atlantic, smiling on the sun, and not a dimple to show where lay so many hopes buried. But there was no blank despair, and if any felt depondency they suppressed the expression of it, whilst by far the greatest number of those on board were actually animated, not by the loss itself, but by the accidental nature of the occurrence, to indulge in sanguine anticipations of ultimate success, and felt greater confidence than ever in the laying of the cable at no very distant day, when the public are made aware of the causes to which the temporary failure or delay of the present attempt must be attributed. Captain Moriarty was just coming to the foot of the companion to put up his daily statement of the ship's position, having had excellent observations, when the news came. 'I fear,' he said, 'we will not feel much interested now in knowing how far we are from Heart's Content.' However, it was something to know, though it was little comfort, that we had at noon run precisely 1164 miles since yesterday; that we were 1062.4 miles from Valencia, 666.6 miles from Heart's Content; that we were in lat. 51° 25', long. 39.6, our course being 76 S., and 25 W. The Great Eastern had thus accomplished more than two thirds of her course; and if the cable had been free from faults, the laying of it had been of the utmost certainty. All the scientific men began to find the form of the cable was defective; the ship and paying-out gear were perfect. The Terrible was signalled, 'The cable has parted!' and was requested to bear down to us, which she did, and came to, off our port beam. After a brief consideration, Mr. Canning, whose presence of mind and self-possession never left him, came to a resolution to make an effort to continue his task (all but egregiously folly as it seemed), and to seek for the cable in the bottom of the Atlantic—to get out his grapnels and drop down on it, and pick it up again. Never, one would have thought, had alchemist less chance of finding golden liquid or button in the dross from which he was seeking, *aurum potabile*, a philosopher's stone. But then, what would they say in England if not even an attempt, however desperate, had been made? There were men on board who had picked up broken cables from the Mediterranean full 600 fathoms down. The weather was beautiful, and, although there were no soundings, and the depth beneath us was matter of conjecture, it was settled that the Great Eastern should steam ten or twelve miles to windward and eastward of the position in which she was when the cable went down, out with the grapnels and wire rope, and drift down across the track in which the cable was supposed to be lying. Although all utterance of hope was suppressed, and no word of confidence escaped the lips, the mocking shadows of both were treasured in some quiet nook of the fancy. The doctrine of chances could not touch such a contingency as we had to speculate upon. And now came forth the grapnels—two five-armed anchors, with flukes,

sharply curved and tapering to an oblique toothlike end, the hooks with which the giant Despair was going to fish from the Great Eastern for a take worth, with all its belongings, more than a million. The ship stood away some thirteen or fourteen miles from the spot where the accident occurred, and then lay-to in smooth water, with the Terrible in company. The grapnels, weighing three cwt., shackled and secured to a length of wire buoy rope, of which there were five miles on board (breaking strain calculated at ten tons), was brought up to the bows, and at 3.20, ship's time, was thrown over, and 'whistled through' the sea a prey to fortune. At first the iron sank but slowly, but soon the momentum of descent increased so as to lay great stress on the picking-up machinery now rendered available to lowering the novel messenger we were sending down armed with warrant of search for the fugitive hidden in mysterious caverns beneath. Length flew after length over cog-wheel and drum till the iron wires, warming with work, heated at last so as to convert the water thrown upon the machinery into clouds of steam. The time passed heavily indeed. All life had died out in the vessel, and no noise was heard except the dull grating of the wire cable over the wheels at the bows. The most apathetic and indifferent would have sacrificed much to have heard the rumble of the cable again, and esteemed it the most grateful music in the world. The electricians' room was closed, all their subtle apparatus stood functionless, and cell-zinc and copper threw off superfluous currents in the silent chamber of science. The jockeys had run their race and reposed in their iron saddles. The drums beat no more—their long reveille was ended at last in the muffled roll of death—that which had been broken could give no trouble to break, and man shunned the region where all these mute witnesses were testifying to the vanity of human wishes. Away flew the wire strands, length after length—ocean was indeed insatiable—'more,' and 'more,' cried the daughter of horse leech from the black night of waters, and still the rope descended. One thousand fathoms—1500 fathoms—2000 fathoms—hundreds again mounting up, till at last, at 5.6 p.m., the strain was diminished and at 2500 fathoms, or 15,000 ft., the grapnel reached the bed of the Atlantic, and set to its task of finding and holding the cable. Where that lay was, of course, beyond human knowledge; but, as the ship drifted down across its course, there was just a sort of head-shaking surmise that the grapnel might catch it—that the ship might feel it—that the iron rope might be brought up again, and that the cable, if across it, might—here was the most hazardous hitch of all—might come up without breaking. But 2500 fathoms! Alas! And so, in the darkness of the night, not more gloomy than her errand, the Great Eastern, having cleared away one of the cable-buoys and got it over her bows, was left as a sport to the wind, and drifted, at the rate of 70 ft. a minute, down upon the imaginary line beneath which the cable had sunk to useless rest.

"Aug. 3.—Throughout the night drove the Great Eastern over the Atlantic, dragging in her course the grapnels and two miles and a half length of line with which she was fishing for the lost cable. When morning came, and when she was supposed to have gone beyond the track of her prey several miles, the watchers of the line, who had once ere dawn been joyously agitated by the news that the grapnels were holding, and, as it proved, deceived, prepared to haul in the wire rope and seek their fortune. At 6.40 a.m., Greenwich time, the picking-up machine, reinforced by the capstan, eventually was set to work to haul up the line, which bears a strain of ten tons. At first it came up easily, and the dynamometer showed only a strain of 18 cwt.; but the resistance of the rope rapidly increased till it reached a point indicated by 70 cwt. At 7.15 a.m. one hundred fathoms had been recovered; at 7.25 200 fathoms, the strain increasing to 75 cwt. At eight a.m. 300 fathoms were in; and it became evident to all on board that the grapnel was holding on and lifting 'something' from the bottom. And what could that something be but the cable? The scientific men calculated the strain and determined it could not be from the wire rope and grapnel solely, and it could only be inferred then that, as the bottom of the Atlantic is free from rocks here, and as the depth at which the rope began to resist agreed with the supposed soundings, it had really grappled the prize. At 8.9 the spur-wheel of the picking-up apparatus broke, and the operation of taking in the rope became dangerous as well as difficult, for it flew up at times with such force as to knock down those near it, and one of the most valuable of Mr. Canning's staff received a severe cut on the cheek, and another had an ugly injury inflicted on his face from that cause. The weather, which had been very thick and hazy, now settled down into a dense fog and we lost sight of the Terrible; but the conviction that the cable was really once more attached to the Great Eastern, no matter how precariously, and no matter how far off, afforded too much cause for congratulation, conjecture, and suspense to allow much room for other thoughts. There was a chance—just a chance—that the cable might be dragged up from the deep, and every hundred fathom of hawser handed in over the bows was joyously recorded, and marked as an additional step in the march of the forlorn hope. The hawser toiled and pulled as if it were a living thing, and struck out at a considerable angle from the bows as if it were towed by some giant force underneath and away from the steamer. When 500 fathoms were on board, the most sceptical admitted the cable must be on the iron hooks, and anxiety and suspense rose higher just as the probability of recovering the cable became less wild. But at 3.20, ship's time, all our fears and hopes were abruptly ended. The drum flew round rapidly, the tale of the rope flourished in the air as it flew inboard, and with a light splash the other end dived into the Atlantic. One of the iron swivels had yielded to the strain. The rope used was divided into lengths of 100 fathoms, each having a shackle at the end with a heavy iron swivel. The head of the bolt of one of these had been drawn right through the iron collar as 900 fathoms had been secured. Not a moment was lost in deciding what measures to pursue. It was rather encouraging than the reverse to have made the trial so abruptly concluded, for it was demonstrated that the grapnel could pick up the cable in more than 2000 fathoms; and the only question now was whether the wire rope or the cable itself would bear the purchase and weight of hauling up from such vast depths. There was wire rope enough left to make another attempt to save the cable. It was resolved that the best course to pursue would be to steam to a point two miles eastward of the extreme end of the cable, so as to have only a mile or so of cable to lift up in the bight when the ship drifted over it, as the broken part would, it was hoped, in coming up on the grapnel, twist round the other portion of the cable. Captain Anderson prepared to run fourteen or fifteen miles back, and drift down as nearly as possible across the line of the cable as described, but the wind was not very favourable. On starting, 1.30 p.m., ship's time, the Great Eastern fired a gun to warn the Terrible she was moving, and after some time a distant thud through the fog made us aware that the Terrible had heard the signal. Still, as nothing more was heard from her, the Great Eastern blew fog horns and steam whistles, and fired more guns as she steamed away, and after a time it was thought we had lost our sole but rather distant companion. No observation could be had, and our position was matter of surmise; but when the Great Eastern had made her fifteen miles or so, engines were stopped, and she lay-to for the night in a smooth sea.

"Friday, Aug. 4.—Drifting, by no means exciting, but still necessary, as we had no other means of getting at the very unrecognisable locality where we were to begin operations. The sea was calm; and, as we had no observations yesterday, a line was patched up to takesoundings, and bottom was touched at 2300 fathoms. But of what the bottom was composed there was no means of judging, for the line broke in hauling up, after 300 fathoms had been got on deck. The Terrible found us out early in the forenoon, and one of her boats, after a pull of some two miles, came up with Lieutenant Prouse, to know what we were doing and what we intended to do. The one was more easily told than the other; but, as a general result, he was informed we meant to 'keep pegging away' as long as we had tackle left. At noon an observation was snatched at, which gave our position lat. 51 deg. 34 min. 30 sec., long. 37 deg. 54 min., showing that we had drifted thirty-four miles, which, with



twelve miles steamed, made forty-six miles from our position where the cable parted. It was resolved to make a raft on which to place a buoy to slip over with two miles and a half of cable itself attached to a mushroom anchor, as soon as we had reached the spot where we grappled the cable yesterday. After a long, uneventful day, the Great Eastern arrived at the place estimated, dropped the buoy, which has a red flag above a black ball fastened to the staff and anchors, and steamed off again at ten p.m., Greenwich time, so as to drop across the cable next morning.

Saturday, Aug. 5.—Another night of drifting, looking out for our buoy. The weather so thick we could see neither sun nor horizon, and the navigation was left to the resources of internal consciousness to calculate our position. As we were soon in a dense fog in the body corporate and in the mind maritime patience became not so much a virtue as an undesirable necessity, if we would alleviate the hazy monotony, the ignorance of the world in which we were having our being if not moving very rapidly. The Terrible was lost to sight, and when last seen was as distant as Bunby himself of 'Cautious Clara' could have desired; but, when least expected, she did us a service. In the forenoon the only break in the monotony of floating on this grey Atlantic, in a dull sky which looked like a slate-coloured cloud, was afforded by a shoal of porpoises and grampuses, which found us too slow for their tastes, and soon abandoned us for some lively timber ship. After midday the haze lifted, and there lay the Terrible, near the horizon, on our port beam. At 2.30 she signalled to us that the buoy was three miles distant, and gave us bearings. The Great Eastern steamed up and passed the buoy at 3.45. She signalled to the Terrible to remain by the buoy during the night, and then steamed N.W. by N. for six miles, intending to drift and put down the grapnel if the wind changed.

Sunday, Aug. 6.—A night of fog and drizzling rain was followed by a morning and day of very little better weather. The Terrible was seen early in the morning through a break in the pall of thick grey clouds which floated over the water, but was lost sight of in a short time, and of course the buoy was invisible. There have been no good observations now for three days, and we can only guess where we are. The sea remained exceedingly calm, and we drifted along so steadily that it was difficult for one in the saloon to believe he was afloat in the Atlantic. The fog whistle sounded its dismal warnings continually throughout the day. At 10.45 a.m., church. At noon Staff Commander Moriarty deduced a latitude and longitude from his experience and from many calculations and devices to make up for the absence of a sun and the horizon. At four o'clock p.m. the buoy was supposed to be some fifteen miles from us, N.W.  $\frac{1}{2}$  W., the wind being E.S.E. It thus appears we have been drifting against the wind. Therefore people say 'The Gulf Stream,' and explain everything. Night coming on, we lay-to in fog as before, and contented ourselves with hoping better things for the future.

Monday, Aug. 7.—The weather was thick in the night, but cleared away towards four a.m., and the Terrible soon after day-break was visible near the buoy, from which we had drifted twelve miles. Signals were made to inquire if we were going to grapple for the cable, to which the Great Eastern answered in the affirmative, and the ships then exchanged latitude and longitude. At 8.30 a.m. the Great Eastern passed the buoy and steered N.W., so as to get veering room for the grapnel and for drifting down on the course of the cable. At 10.40 a.m. the Terrible being distant about twelve miles, the Great Eastern was stopped, and at 11.10, ship's time (1.47 p.m. Greenwich time), the grapnel, with 2500 fathoms of cable, was hove over. So much was the machinery improved that the grapnel was only half the time in reaching the bottom, and at 12.5 the diminution of the strain on the dynamometer showed that it was resting on the ooze. The day turned out most favourable, a steady breeze from the north drifting the ship towards the cable at the rate of a mile an hour, broadside on. At noon excellent observations were taken, which put our position at lat. 51 deg. 27 min., long. 38 deg. 42 min. For several hours the grapnel dragged the bottom without obstruction, the dynamometer indicated a varying resistance to its progress. At 6.15 the strain increased from 45 cwt. to 48 cwt., and soon began to rise steadily towards 55 cwt., and thence to 60 cwt. Presently the anxious eyes which were fixed on the compass and on the head of the Great Eastern observed a very slight tendency in her head to come round to the wind. It was slow—very slow indeed. The ship seemed loth to notice the influence to which she was becoming plainly subjected, disdaining the feeble clue which solicited her attention to the labyrinth of cable beneath; but in an hour and a half she came round from E. by S  $\frac{1}{2}$  S. to E.  $\frac{1}{2}$  N. The strain was greater every moment. There could be no longer any doubt. The cable was caught again. Here was a triumph of seamanship and perseverance. The ship's head was brought round to the wind by the screw, and the capstan engine was set to work to aid the new machinery of the picking-up gear to haul up the cable. At 7.49 p.m., ship's time (10.30 G.T.), the strain ran up to 66 cwt., and at eight p.m. the ill-fated machinery broke down at the bow, and a slight delay occurred; but, the main part of the waste being transferred to the capstan, the rope was steadily hauled in at the rate of 150 fathoms per hour. At 11.30, ship's time, 300 fathoms were in, and the dynamometer showed a steady strain of 62 cwt. to 66 cwt. A lovely moonlight, and a calm sea and favouring breeze increased the pleasure with which all not engaged in duty retired to rest, and to be thankful for the bright anticipations for to-morrow. In the words of our signal to the Terrible, we were 'going on hopefully.'

Tuesday, Aug. 8.—Skill, seamanship, perseverance, have failed. Our hopes appeared so near their fruition that the disappointment is doubly severe. By the utmost care and constant watchfulness Captain Anderson and Staff-Commander Moriarty picked up the buoy as described, and drifted across and caught the cable yesterday. There could be no doubt about it. The strain proved it, for it increased steadily and constantly. Between five and six a.m. the dynamometer rose from 82 cwt. to 85 cwt., and thence to 87 cwt., and it was calculated that the grapnel with the cable was then rising from the bottom. The rope had come on steadily at an average of 150 fathoms an hour during the night. At 7.30 a.m. there was a strong expression of confidence in our success and great gladness on board. The one-mile mark was hauled in, and we had demonstrated the fact that a ship could pick up a cable in 2500 fathoms of water and pull it one mile from the bottom. The cable was now suspended 1500 fathoms, or one mile and a half below us in ocean. We had signalled the good news to the Terrible. In an instant more, whilst our flags were still flying, all was over. One of the shackles and swivels which join each length of wire rope to the other had come over the bow, had passed over the drum, and was in the third round of rope taken in by the capstan, when the head of the swivel-pin gave way, and, quick as lightning, the end flourishing the iron shackle like a mailed fist in the air right and left, as if menacing with death the hardy enemy who dared stand in its desperate way, glanced aloft and leaped exultingly into the sea, to join the cable and the 1500 fathoms of wire rope which still hung from the grapnel. Now all these shackles and swivels had been examined minutely before they were put over, and every care taken to prevent the recurrence of accident which had already frustrated our exertions. The work was of Brown, Lennox, and Co., no better names; the strain was not near that put down as the breaking point, and yet there was the painful result. The news was signalled to the Terrible, and her answer had not long been flown when her boat put off with Lieutenant Prowse to learn what course we were about to pursue. At 9.50 a second buoy secured on a raft and casks was lowered with 2500 fathoms of telegraph cable moored to a broken spar wheel. It carries a black ball at the end of a staff, and below the ball floats a flag, red, white, and red, in three horizontal bars. The buoy is marked in white letters on red ground 'Telegraph, No. 3,' it floats low, and has been set as close possible to the spot where the grapnel rope sank. If these buoys do not break adrift, they will be of great service when a renewed attempt is made to lift the cable. Lieutenant Prowse told us that on Sunday morning the Terrible saw a schooner lying to by the first buoy, and, ranging alongside, was hailed by the master, whose name I do not know, to inquire if she was looking for

the buoy. The honest sailors had come up with it, and though the wind was fair for him, he resolved to do what he could to aid the work, and so lay to till the Terrible was at hand. He expressed a lively regret when he was told that the cable had parted, and I am glad that the name of the little vessel is known, at all events. Success to the First Fruits, of Bridport, and may she reach 'Harbour Grace' in safety! After some deliberation with Mr Gooch, Captain Anderson, and others, Mr. Canning decided on making another attempt to grapple the cable and take it on board, and orders were given to have all wire rope and hawser fit for the purpose in readiness. Lieutenant Prowse returned to the Terrible to communicate the result, and Mr. Clifford and his staff prepared for the last effort. To obviate the evils which had arisen from the picking-up machinery failing, a casing is to be put round the capstan to increase its diameter by 4 ft., and each shackle and swivel of the wire rope will be removed and replaced by a new system of bolts. This will take two days to accomplish. The Great Eastern and Terrible kept by the buoy till five o'clock, when the increasing wind and sea rendered it expedient for them to keep their heads to the W.N.W., and up to midnight both vessels, in tolerably close company, steamed W.N.W. in half a gale of wind, which the Great Eastern met without the smallest inconvenience.

Wednesday, Aug. 9.—During the night a strong breeze, which even sailors called a summer gale, blew from the W.N.W., and raised a heavy sea, which set the great Eastern rolling a little, and caused the production of 'fiddles' on the saloon tables at lunch-time, as a precautionary measure to check the play of plates and dishes. The rolls were very stately and regular—one to eleven seconds or thereabouts. Of course it was impossible to keep near the buoy under such circumstances, and at six a.m. it was calculated we had run thirty-five miles. At that hour the ship's course was altered so as to let her bear down on the buoy, and she steered nearly N.N.E. towards the Terrible, which was in sight, lying to, so as to give rise to the hope that she was hanging as near our missing sea-mark as was prudent. At noon our position was lat. 51 deg. 29 min. 30 sec., long. 39 deg. 6 min. The Terrible, in reply to our signals, said she did not see the buoy, but believed it to be S.S.E. of her. At 12.30 the Great Eastern was abreast of the Terrible, and altered her course to S. by E.  $\frac{1}{2}$  E., and both ships, with look-out men in the tops, renewed their scrutiny of the heaving waters at some distance apart. It was a difficult and exciting chase. At a mile distant the buoy was but a speck on the ocean. Currents and gales had been driving the vessels about all night. The buoy might have been carried away in the heavy sea which was running. Again, at about 3.30, ship's time, the Terrible and Great Eastern came near enough to exchange signals. 'Have you seen the buoy?' asked the latter. The answer was 'No,' and then followed more signals as to mutual position. Captain Anderson and Staff-Commander Moriarty were working out calculations and exhausting the resources of their art in fixing the bearings and distance of the missing object. They scarcely differed a mile in their respective results, although the ship had been steering several courses and short distances on each. It was positive at last that, if the buoy floated at its moorings, we were not further than three or four miles from it. In reply to another signal the Great Eastern informed the Terrible that she was going to grapple for the cable again. Suddenly the much sought-for flagstaff of the buoy was discovered from the Great Eastern; and, as her flags were going aloft to announce the fact to the Terrible, a signal from the latter was going up to communicate her discovery of it and its position to the Great Eastern. At 4.40 p.m. the Great Eastern was abreast of the buoy, slowed her engines, and put her helm to starboard, in order to stay as close to it as possible. Our missing friend had evidently passed a hard night of it, and had pulled his flag so tight round his staff that not a vestige of it was visible, except the red bars. The Terrible came up and kept on our port beam, so as to watch the buoy at the other side. Towards evening the wind moderated very much, and the sea gradually ran itself down. The work of preparation went on busily, and at night the decks were lighted up with forge fires, and quivered under the blows of sledges, as anvils rang and iron glowed for the work of to-morrow. The capstan is to be cased in iron, and, by degrees, most of the picking-up machinery has been removed for simpler gear. A number of swivels have been taken away and simple shackles substituted, so as to make the grapnel tackle as safe as possible. Our hopes are rising.

Thursday, Aug. 10.—It was almost a dead calm part of the night, but a slight breeze which sprang up did not suffice to counteract the effect of a strong current which set the Great Eastern six or seven miles to eastward, between nine p.m. of 9th of August and four a.m. this morning. Soon after dawn we came down on buoy No. 1, which guided us to buoy No. 2, and for some time both of them were in sight from the deck; but the ship bore away gradually to the N.W., so as to get a good offing to drift down on the line of cable. At 10.30 a.m., Greenwich time, the grapnel touched the bottom, and the Great Eastern, with fore and aft canvas and top-sails set, slowly drifted and forged ahead for a point about a mile west of the last grapple. The strain on the grapnel line varied from 40 cwt. to 45 cwt., but at 11 a.m., ship's time, it increased to 50 cwt., and the ship's head showed a disposition to come to the N. Sail was eased, but she soon came away again, and proceeded to drift southward and westward. Her head varied from W. and by N. to N.W. and by N., the buoy bearing S.E. At one p.m. the strain rose to 60 cwt., and the Great Eastern came three points to the N., but the check was only momentary, and at three p.m. it was plain she had drifted over the spot, and had failed to catch the cable. The only thing to be done was to take up the grapnel and to renew the attempt to recover the cable next day. The machinery was set to work for the purpose of hauling up the grapnel, and as the wire rope came in over the bows it was remarked that it was a rained considerably, and that in various places the strands had inlaid themselves. This circumstance gave rise to serious apprehensions respecting the capacity of the only tackle left to work with, and it became a question of dispute whether the swivels had not been reduced too much in number, though some argued that they were no use at all. All the afternoon and all the evening the anxious but monotonous labour of dragging in the grapnel taxed the energies of the engineers and cablemen, but at midnight 1400 fathoms were safely coiled on board the ship.

Friday, Aug. 11.—The long struggle is over at last, or rather, let me say, it is suspended by an unwilling consent. No one accepts the result as a final and conclusive defeat. But there are no means left of continuing the contest, and the passive resistance of the enemy has for the moment triumphed. At 5.20 a.m. the grapnel was hauled upon deck, and it was discovered that the chain to which the shank was attached had taken a half hitch round one of the flukes, so as to prevent the instrument catching on the bottom. It appeared from the length of wire rope covered with ooze that there was not more than 1500 fathoms of water where it was down. A host of amateurs, more or less scientific, scraped out from the ooze the sand and shacks and bottled it with assiduity. It appeared liquid putting-in colour, and such imperfect microscopists as were on board failed to show any organic substances in it; but Mr. Ward, ship's surgeon, took a very small shell like a barnacle from the cable, which gave signs of containing a living inhabitant. A grapnel with a shorter stock was selected for the next trial. All the damaged rope was rejected and repaired, as far as the means at the disposal of Mr. Canning permitted. A line, consisting of 1600 fathoms of wire rope, 220 fathoms of hemp rope, and 510 fathoms of Manila was prepared, and carefully examined, of which 1760 fathoms was pronounced good, the rest being rather suspicious. At 7.25 a.m. the Great Eastern was alongside No. 2 buoy, the Terrible in company. At 11.30 the Great Eastern signalled the Terrible, 'We are going to make a final effort,' and then, 'We are sorry you have had such uncomfortable waiting.' The ship's head being W. by S., and the buoy No. 2 bearing E. by N. about two miles, the grapnel was let go at 1.56 p.m., Greenwich time. The wind would drift the Great Eastern to N.E., right across the cable, and fore and aft canvas was set to overcome the current. The grapnel soon touched the bottom, as the new machinery enabled the men to pay out the rope at the rate of fifty fathoms a minute.

For some time the ship drifted onwards, but at 3.50 p.m., ship's time, the strain on the rope rose to 60 cwt. as it came in over the bows, though it was taken easily by the new capstan improvements effected by Mr. Clifford. The ship's head varied from W.N.W. to W. by S., and as the rope came in the screw was set quietly to work at times to keep it to the wind, which had increased somewhat, accompanied by showers of rain. The dynamometer index rose higher and higher, till it reached 80 cwt., and once, as a shackle came through, the machinery flew up to 105 cwt. It was a certainty that the Atlantic cable had been caught for the third time, and was fast held in the grapnel coming up from its cozy bed. Is there need to say that the alternations of hope and fear which agitated all on board reached their climax? There was an intensity of quiet excitement among us, such as men feel when they await some supreme decree. Some remained below, others refused to go forward, where the last jar of the machinery put their hearts in their mouths; others walked in the saloon or upon the after-deck abstractedly. In the bows Captain Anderson, Mr. Canning, Mr. Clifford, and their men toiled on, and thence came constant signals through an acoustic tube and whistle to the bridge to go ahead with the screw, or to stop, as the strain on the dynamometer indicated. I had come up from the saloon, leaving many at table, and was walking forward from the bridge, when I heard the whistle blow and a cry of 'Stop it!' from the bow. Captain Moriarty was going from his cabin forward with the information that we must certainly have gone over the cable, but the conversation in the bow and exclamations of grief and regret told us our last bolt had been sped. At 9.40 p.m., Greenwich time, as 765 fathoms had been got in, a shackle on the hemp hawser passed through the machinery, and in a moment afterwards the rope parted near the capstan and flew over the bow with a whistling rush which carried death with it like the march of a round shot. In all the crowd of labourers not one was touched, because the men held on to their stoppers, and kept the end straight; but the danger appeared so great that with the shout 'It is gone!' mingled the eager demand of Mr. Canning and others who rushed to the bow—'Is anyone hurt?' 'None.' But there lay the cable beneath us once more, buried under coils of rope and wire, to which, in an instant, had just been added 1750 fathoms more. Signal was at once made to the Terrible, orders were given to get up steam in all haste to leave the disastrous spot which will bear no monument of such solicitous energy—such noble toil—such ill-requited labours! The buoys which mark the place where so much went down will soon be waifs and strays in the stormy seas of autumn, and nothing will be left of the expedition but entries in log-books—'Lat. 51 deg. 21 sec., long. 38 deg. 59 sec., end of cable N. 50 W.  $\frac{1}{2}$  mile;' and such memories as strengthen men who have witnessed brave fights with adverse fortune, and are encouraged to persevere, in the sure conviction that the good work will be accomplished in the end. The boat of the Terrible, with Lieutenant Prowse, bearing our letters to America, has just left the lee of the Great Eastern, in a stormy sea. The flash of the gun which lighted up the darkness for the moment from the decks of the man-of-war, to recall the boat, and the glare of a blue light over the waters which the pinnace burned as she neared the heaving hull, render the gloom which follows all more heavy. There is great silence on board the vast ship as she turns moodily towards the east, as if yearning to pursue her course, and bows her head to the angry sea, in admission of defeat. The signal flashes from the Terrible, 'Farewell!'—our answering lights pierce the night, 'Good-by! I thank you;' and then, parting in mid-sea, each speeds on her course. The Great Eastern, freed from the trailing cable, and favoured with a strong breeze, makes nearly nine miles an hour, and marks with broadest wake that ever traced its snowy path on the ocean her way to the eastward."

The directors of the various boards interested came to the conclusion, on Monday, to take steps to proceed with the undertaking, by appealing to the public for capital to enable them to provide another cable for laying in May next, when the Great Eastern will at the same time attempt to recover and complete the cable which has just been lost. The machinery for raising the rope, and necessary repairs to the Great Eastern, could not be completed before the end of October, by which time the season would be too far advanced to warrant a trial this year. The utmost harmony prevails among all concerned in the enterprise, and no despondency exists as to the result.

The gun-boat Sphinx, of the Atlantic cable fleet, arrived at Heart's Content, Newfoundland, under canvas, on the 6th, having exhausted her coal on the 4th. The Sphinx was left behind by the Great Eastern and Terrible, in a heavy westerly gale, on the 27th ult., and, although she continued upon the prescribed course, she had not since seen anything of either of the vessels.

THE WÜRTEMBERG CHAMBERS, which have been in Session since the 25th of December last year, were closed yesterday week, by the Minister of the Interior, Von Gessler, in the name of the King.

SUNDAY TRAINS are about to be run between Edinburgh and Glasgow, which have been discontinued for several years, in obedience to the wishes of the Sabbatarian party.

A LONDON CHEMIST has lately been purchasing large quantities of French white wine or sherry and converting it into champagne by charging it copiously with carbonic acid, by means of a soda-water machine.

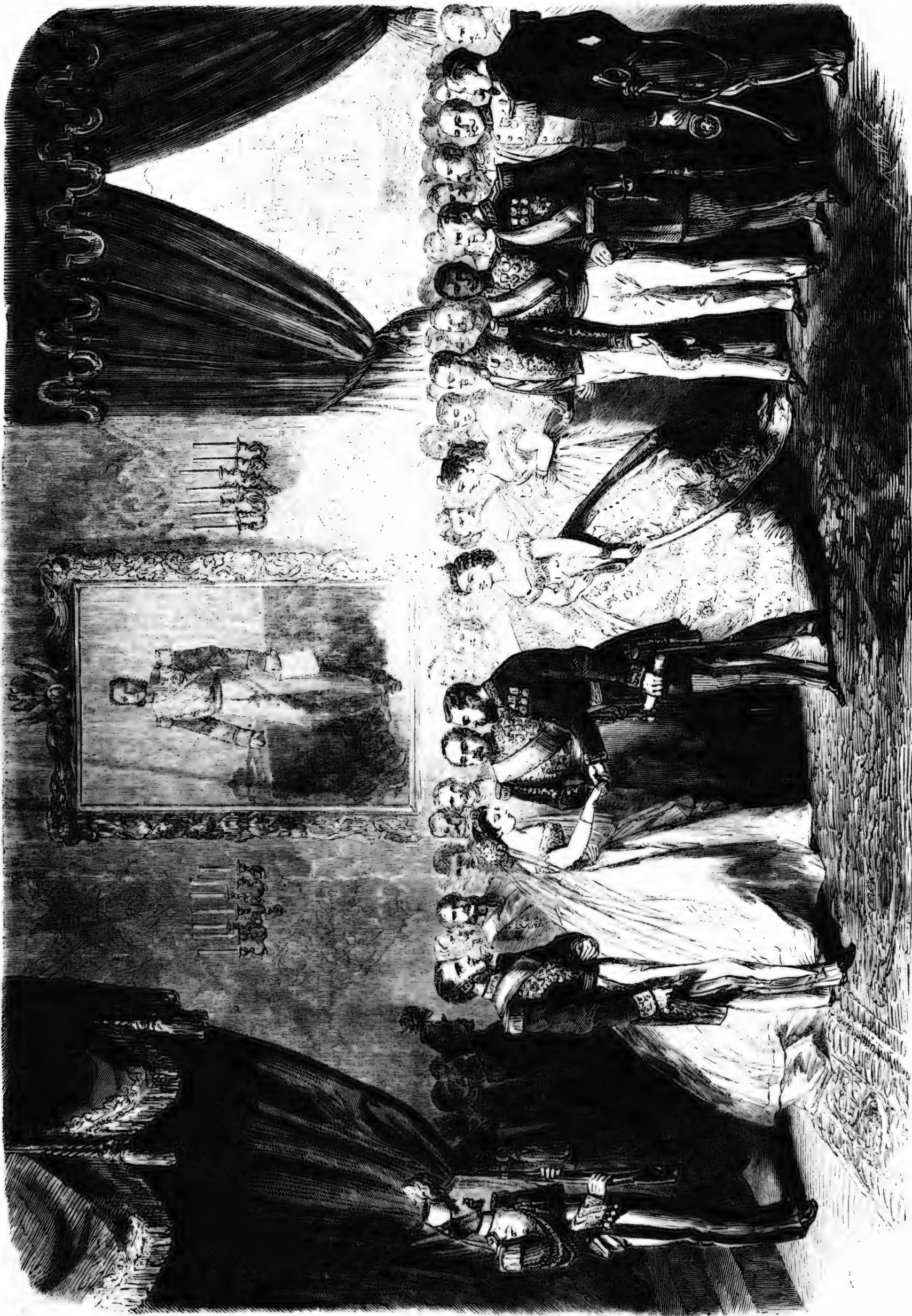
A MURRAIN, it seems, broke out among the live stock taken on board the Great Eastern on her late cruise, which killed all the oxen, and so deprived the voyagers of fresh beef.

PRAYING FOR HUSBANDS.—A very curious legend was told by the Rev. C. W. Bingham to that portion of the party which, at the recent meeting of the Archaeological Institute in Dorset, was fortunate in visiting the little Norman chapel of St. Catherine, at Milton Abbey. The legend was, that on a certain day in the year the young women of Abbotsbury used to go up to St. Catherine's Chapel, where they made use of the following prayer:—"A husband, St. Catherine; a handsome one, St. Catherine; a rich one, St. Catherine; a nice one, St. Catherine; and soon, St. Catherine." Mr. Beresford Hope, who at these gatherings is always equal to any emergency, modestly proposed that all gentlemen and married ladies should retire from the church, so as to afford the young ladies present the opportunity of using so desirable a prayer.—*Building News.*

IRISH FLAX LAND.—It appears from a return of agricultural statistics that the extent of land under flax in the province of Ulster was 275,143 acres in 1861, and 231,289 acres in 1865, showing a decrease of 41,854 acres; in the province of Leinster 7388 acres were under flax in 1861, and in 1865 5862 acres, showing a decrease of 1526 acres; in the province of Connaught there were 5582 acres under flax in 1861, and 7421 acres in 1865, showing a decrease of 1161 acres; and in the province of Munster 7880 acres of land were under flax in 1861, and 4980 acres in 1865, showing a decrease of 2600 acres. The total acreage under flax in Ireland in 1861 was 301,693 acres, and in 1865 251,552 acres, showing a decrease of 50,141 acres. The total extent of flax grown in Ireland in the three years ending 1863 was in the aggregate 452,123 acres; in the three years ending 1864 in the aggregate 354,789 acres; in the three years ending 1865, in the aggregate, 325,449 acres; in the three years ending 1862, in the aggregate, 426,622 acres; and in the three years ending 1863, in the aggregate, 767,344 acres, showing a very considerable increase in the acreage of the past three years. The second three years above mentioned exhibit a decrease of 97,351 acres, as compared with the first; the third three years exhibit a decrease of 29,140 as compared with the second three years; but the fourth aggregate of three years shows an increase of 100,973 acres over the third aggregate of three years; and the fifth aggregate of three years ending 1865 shows an increase over the fourth aggregate of three years of 340,722 acres, which is a very hopeful result of the comparative recent exertions made by influential persons in Ireland to increase the extent of land under flax. Although the returns of the present year show a falling off of 50,141 acres as compared with 1864, they show an increase of 37,453 acres as compared with 1863. In 1860 the extent of flax land was 128,595 acres; in 1861, 147,557 acres; in 1862, 150,070 acres; in 1863, 214,699 acres; in 1864, 301,693 acres; and in 1865, 251,552 acres.

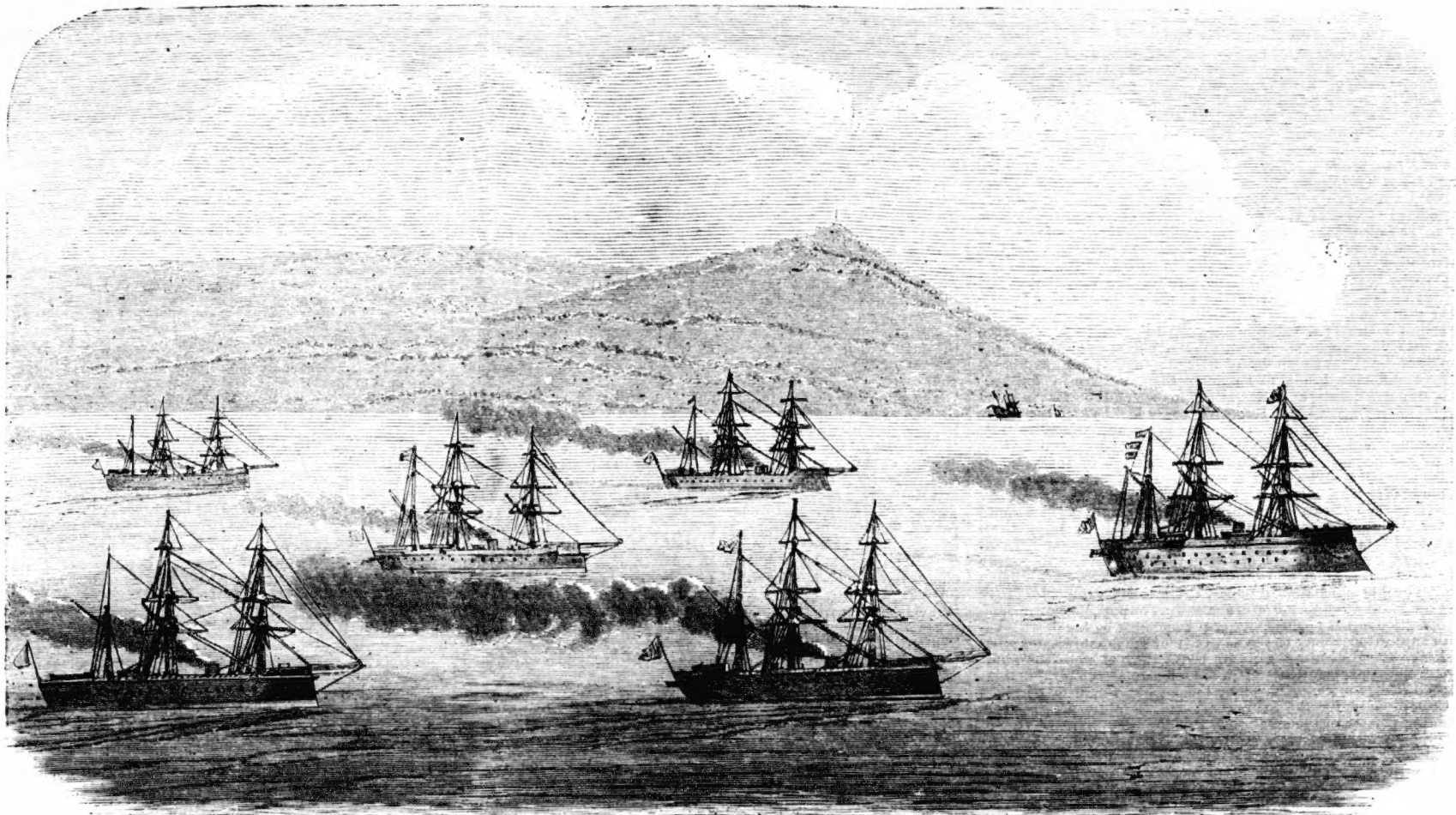
A VETERAN.—On the 7th inst. an old man, named Alexander Aitken, died at No. 4, Chalmers's-buildings, Edinburgh, after having seen an amount of service and taken part in a series of important engagements such as seldom falls to the lot of even the longest-lived and most distinguished soldiers. Alexander Aitken enlisted in the 42nd Royal Highlanders in 1793 (seventy-two years ago), and served with his regiment in Flanders when the French conquered Holland. He afterwards served under Sir Ralph Abercromby in Egypt, passed through the Peninsula campaign, and was present at Corunna, Fuentes d'Onor, Pyrenes, Nivelle, Nive, Orthes, Toulouse, the Peninsula, and at Waterloo. He was also at the taking of the Island of Minorca, and at the time of his death was supposed to have been the only surviving non-commissioned officer who was present when Abercromby was carried off the field of battle.





MARRIAGE OF MARSHAL BAZAINE TO M<sup>DLLE</sup>. DE PENA-Y-AZCARATE, IN THE IMPERIAL PALACE AT MEXICO





THE FRENCH MEDITERRANEAN IRONCLAD FLEET ON THEIR WAY TO BREST TO MEET THE BRITISH SQUADRON.—SEE PAGE 114.

**THE MARRIAGE OF MARSHAL BAZAINE.**

ONLY a few days ago the news came from Mexico that the valiant Marshal Bazaine had found time from the onerous duties of war and the direction of the army of occupation in Mexico to devote himself to an affair of the heart, and the people of Paris were not a little surprised to learn that he had contracted a romantic marriage with a young Mexican girl hitherto unknown to fame.

Our Engraving this week represents the ceremony as it was performed at the palace of the Emperor Maximilian, and we are able to furnish some "further particulars" of the interesting event. This wedding has, it appears, been regarded as a new tie between the Mexicans and the army of France, and the day on which it took place was observed as a festival, not only in the capital itself, but in several surrounding districts. At ten o'clock in the morning of the 26th of June the council chamber in the palace was prepared as for

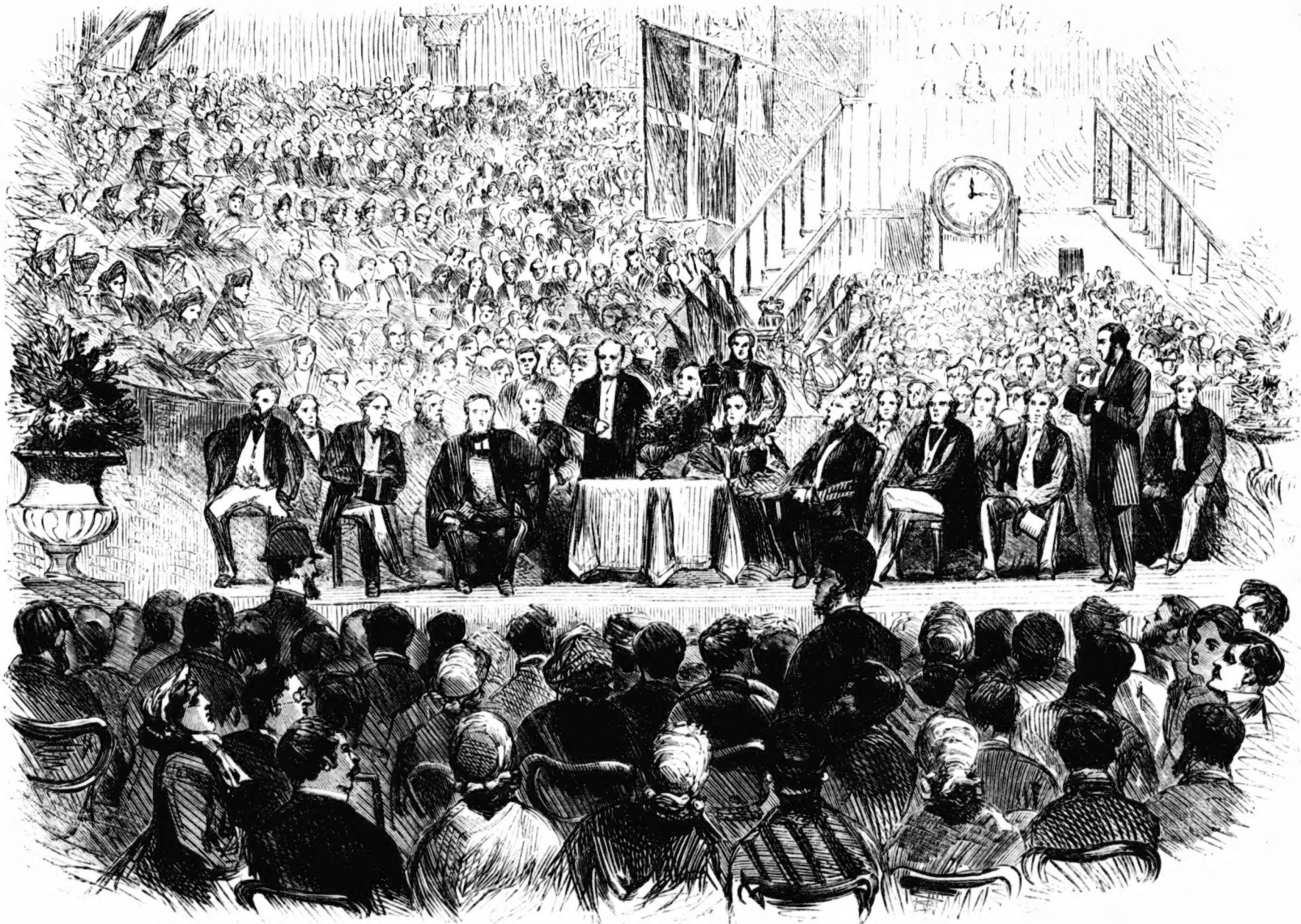
a ceremony of State, and their Imperial Majesties themselves gave away the bride, whose name is, or rather was, Josepha de Pena-y-Azcarate, and who, if report be true, occupied a very modest station in Mexican society.

The marriage was by civil contract, the witnesses for the Marshal being General Almont, Grand Marshal of the Court, and Viscount d'Hurbal, General of Artillery; while those for de Mdle. Pena were M. Lacunza, President of the Council of State, M. Gorivar, and M. Palacio, First Minister of Foreign Affairs. It is said that, on the conclusion of the ceremony, the Emperor Maximilian placed in the hands of the bride a handsome wedding present, consisting of the title-deeds of the palace and estate of Buena Vista, and accompanied the gift with deep expressions of the obligations of the Government and the country to the services of the Marshal. Our Engraving is taken from a sketch made at the time when the Intendant (M.

Friant), united the happy couple; and from the open window may be seen the cathedral and the great square of Mexico, the view of which is commanded by the palace.

**EXHIBITION OF ARTS AND MANUFACTURES AT ISLINGTON.**

THE Exhibition of Arts and Manufactures which was solemnly inaugurated at the Agricultural Hall, Islington, last week, by the Lord Chancellor, supported by the Marquis of Salisbury and other persons of distinction, must not be confounded with the working men's exhibitions which have recently been so frequent in the metropolis. The object of the present exhibition is to create for the eastern and north-eastern districts of London an institution similar to the Kensington Museum in the south-west, in which shall be



THE LORD CHANCELLOR OPENING THE EXHIBITION OF ARTS AND MANUFACTURES AT THE AGRICULTURAL HALL, ISLINGTON.



collected such models and specimens as shall stimulate the artistic feeling in our working men, in whom it already exists, educate it, and give it the right direction. The history of this exhibition is exceedingly creditable to all parties who were concerned in bringing it to maturity. In March last a conference of manufacturers, principally resident in the north-eastern districts of London, was held in the Agricultural Hall, Islington, under the presidency of the Assistant Judge, Mr. W. H. Bodkin, at which it was unanimously resolved that the present exhibition should be opened, and that its proceeds should be devoted to the establishment of a permanent local museum of science and art. Whilst the value of the Kensington Museum was universally admitted, it was felt that its situation rendered it comparatively useless to working men in the east end of the town, who could not, consistently with their other avocations, devote as much time to visiting and studying its contents as would be necessary to make it useful as a help in art-education. Communications were held with Earl Granville and Mr. Cole, by both of whom the idea was warmly encouraged and material assistance promised in the shape of attractive "loans" for the exhibition. The active promoters then set to work, and in three short months the exhibition assumed the form and substance which has now been submitted to the public. Following the example of the Great Exhibition of 1862, the committee have divided it under different heads, and exhibit their articles in different courts or departments, an arrangement for which the great internal capacity of the Agricultural Hall gives every facility. In the centre of the great hall, in a court of their own, are the contributions from the Kensington Museum, further enriched by one or two articles sent by her Majesty. They consist of specimens of Indian goldsmiths' art, silks, and carved oak cabinets and muniment-chests, which are, it is true, all good of their kind; but, looking at the praiseworthy object of the present exhibition, it may be questioned whether the South Kensington authorities might not have been a little more liberal in their contributions. Round them, at different stands, are the scientific and horological instruments, two specialties of north-eastern London, and various useful inventions, including an entirely novel machine sent in by Mr. King, the chairman, for facilitating the well-known operation of enamelling on paper and cardboard. This operation has, it appears, hitherto been done by hand, with uncertain success, according to the dexterity of the manufacturer; but Mr. King, by substituting a rotary brush, has at once simplified and perfected the operation. Here are also some beautiful designs in church electro-plate, prepared by the well-known firm of Keith and Co., specially for the exhibition; and, certainly not the least instructing portion of the exhibition, an admirably-prepared case of photographic chemicals sent in by Mr. How—probably the best-assorted collection of chemical aids to the fine arts that has ever yet been got together. This case derives tenfold interest from the fact that among the attractions of the exhibition is probably the finest collection of photographs ever exhibited in London. We have, in fact, in one section of the building a complete set of specimens of the materials with which photography produces its miracles, and in the other the finished pictures which, whether for size, accuracy, or genial artistic arrangement, afford the best evidence possible of the progress of the art. Mr. How also exhibits a perfect collection of artistic and philosophical instruments in this part of the building.

In what may be called the floor of the exhibition there is, amid a vast mass of mechanical models of all kinds, a wonderful collection of wood carvings, which lies unpresenting against the boarding of the Kensington court. It would be impossible to select a stronger proof of the advantages which might be expected to result from the establishment of a museum of science and art amongst the working classes of Islington and Clerkenwell than the appearance of these wood carvings. They are the work of a linendraper's apprentice, and afford evidence of a natural artistic feeling and instinctive delicacy of touch which loudly call for such training and facilities for copying good models as would be all that was necessary to convert this untutored carver with a penknife into an artist in that branch of sculpture which has always been successfully practised in England.

In one of the galleries is a collection of pictures both of the ancient and modern schools. Of the old ones we may say that, drawn forth as they are from old manor houses in the north-eastern suburbs, they are valuable at least for their singularity, and as specimens of artists who were once very popular but who have long since been forgotten. In some of them the visitor will see the germ of that humour and expressiveness, so to speak, of composition, which culminated in Wilkie and which is well sustained by Mr. Frith in our own days. In others interesting pictorial records of the dresses, manners, and pursuits of our more immediate ancestors. In the modern school we shall select as most noteworthy the contributions of Captain Inglefield, the well-known Arctic explorer, which, although the work of an amateur, are fully entitled to take their place in the most ambitious collection. A view of Sebastopol from the Redan is Captain Inglefield's *piece de résistance*, and it bears internal evidence of being photographically like the original. In this room are also some very good specimens of sculpture contributed by Lawen, Foley, Papworth, Bell, and Abbot; Mr. Lawen, in addition to his contributions, undertaking the arrangement of this portion of the exhibition. Next in order to the pictures in oil, but far beyond them in interest, are the photographs, of all sizes, and representing all manner of subjects. The sun, the true pre-Raphaelite, has here been made to do wondrous duty in painting landscapes and groups, and single faces and figures. Mr. Robinson, from Ramsgate, sends some extraordinary specimens; and Mr. Simpson introduces his new art of taking portraits on opal glass. In addition to the features we have mentioned, every day will for some time contribute to make the exhibition more and more complete. Looking at its exceedingly practical and useful objects, it would be impossible to do other than wish the north-eastern exhibition the most complete and remunerative success.

#### OPERA AND CONCERTS:

MR. ALFRED MELLON'S selection from "L'Africaine" is now the great attraction at the Covent Garden concerts. At the Gallery of Illustration two new operettas have been produced, and Mr. William Brough has come before the public for the first time in the character of a librettist. Burlesque-writing, much as the practice has been condemned by angry prose-writers, is not such a bad literary exercise, after all. It is something to be able to write correct, intelligible verse of any kind; while to tell a story, to carry on dialogue in verse—passing, without abruptness, from narrative to song and from song back to narrative—requires great command of language and considerable facility of expression. We are not astonished, then, to hear that Mr. William Brough has been most successful in adapting "Ba-ta-clan," one of the best of M. Offenbach's musical extravaganzas, to the English stage. The burlesques, written by Planché, à Beckett, Albert Smith, and the Brothers Brough, possessed a literary merit, in which the majority of those produced in the present day are quite wanting; and all these authors have proved, by lyrical productions of various kinds, as well as by their contributions to the stage, that whatever their other poetical qualifications might be, they were all admirable versifiers. Besides "Ching-Chow-Hi" (the title Mr. William Brough gives to his English version of "Ba-ta-clan"), Mr. German Reed has just produced an operetta by Miss Virginia Gabriel, called "Widows Bewitched," the music of which is much praised.

The prospectus of the general arrangements for the approaching Gloucester Festival has been issued. The 142nd meeting of the Three Choirs will be held at Gloucester, on the 5th, 7th, and 8th of September. The president is the Duke of Beaufort; the Lords Lieutenant of the three counties and the Bishops of the dioceses being vice-presidents. Eighty-one gentlemen have accepted responsibility as stewards for the guarantee fund. Dr. S. S. Wesley, who has succeeded the late Mr. Amott as organist of the cathedral, now also fills his place as conductor of the festival. The solo singers engaged by Dr. Wesley are Mdlle. Titiens, Mdlle. Rudersdorff, Misses Louisa Pyne, Julia Elton, and E. Wilkinson; Herr Gunz,

Messrs. W. H. Cummings, Santley, and Lewis Thomas, together with others of less note. The band includes, in round numbers, seventy-four performers; the numerical force of the chorus is not stated in the programme. Mr. Townshend Smith, of Hereford, will preside at the organ; Mr. Donne, of Worcester, as accompanist, at the pianoforte. The solo pianist is Mdlle. Arabella Goddard, who will play Beethoven's choral fantasia, and Mendelssohn's concerto in G minor. On Tuesday the first part of Mendelssohn's "St. Paul," and the whole of Spohr's "Last Judgment," will be given. On Wednesday Mendelssohn's "Lobgesang" will be followed by Mozart's "Requiem," a selection from Herr Schachner's "Israel's Return from Babylon," a selection from Beethoven's "Mount of Olives," a song and a chorus by Handel, and a duet by Spohr. Thursday morning will be devoted to Mendelssohn's "Elijah," and Friday morning to Handel's "Messiah." The programmes for the evening concerts are long and heavy. Thus the second includes a copious selection from the "Seasons," a pianoforte concerto, the whole of Mendelssohn's "Walpurgis Night," and twelve other pieces, including the overture to Spohr's "Jes-sonda." A writer in the *Musical World* (Mr. Simon Hall) states, what we can readily believe, that "the greatest possible dissatisfaction has been expressed by the best friends of the festival at the non-appearance in the prospectus of the time-honoured names of Sims Reeves and Sainton-Dolby."

The *Saturday Review*, referring to the projected combination of the two opera houses under one management, says that nothing can be imagined more disastrous to art, more detrimental to artists, more threatening to the interests of the public than such a monopoly as appears to have been contemplated. Our contemporary, in common with all lovers of Italian opera, wishes well both to the Covent-garden and Haymarket houses, and would be just as sorry to see either give way as to see both united under one irresponsible directorate, company or no company. Happily, under the circumstances, the idea can only be regarded as Utopian. Half a million of money is the capital proposed; but, subtract a quarter of a million, and the chance of a sufficient number of shareholders being found to make up enough of the £250,000 to set the speculation firmly on its legs is still very small. Those genuine amateurs who know how the public is benefited by a spirited competition, and who wish to hear as many Patti and Murskas as can be discovered, would be the last (according to the *Saturday Review*) to lend their aid and countenance to any such transaction.

Through a curious misprint, the last number of the *Musical World* states that, at a recent concert, the *air des bijoux* from "Faust" was sung by "Mdlle. Second Symphony in E flat."

#### THE CATTLE DISEASE.

THE following Order in Council in reference to the prevailing cattle diseases has been issued by Government:—

Whereas, by an Act passed in the Session of the 11th and 12th years of her present Majesty's reign, intituled "An Act to prevent until the 1st day of September, 1850, and to the end of the then next Session of Parliament, the spreading of contagious or infectious disorders among sheep, cattle, and other animals," and which has since been from time to time continued by divers subsequent Acts, it is (among other things) enacted that it shall be lawful for the Lords and others of her Majesty's Privy Council, or any two or more of them, from time to time, to make such orders and regulations as to them may seem necessary for the purpose of prohibiting or regulating the removal to or from such parts or places as they may designate in such order or orders, of sheep, cattle, horses, swine, or other animals, or of meat, skins, hides, horns, hoofs, or other part of any animals, or of hay, straw, fodder, or other articles likely to propagate infection; and also for the purpose of purifying any yard, stable, outhouse, or other place, or any waggons, carts, carriages, or other vehicles; and also for the purpose of directing how any animals dying in a diseased state, or any animals, parts of animals, or other things seized under the provisions of this Act, are to be disposed of; and also for the purpose of causing notices to be given of the appearance of any disorder among sheep, cattle, or other animals, and to make any other orders or regulations for the purpose of giving effect to the provisions of the said Act, and again to revoke, alter, or vary any such orders or regulations; and that all provisions for any of the purposes aforesaid in any such order or orders contained shall have the like force and effect as if the same had been inserted in the said Act; and that all persons offending against the said Act shall for each and every offence forfeit and pay any sum not exceeding £20, or such smaller sum as the said Lords or others of her Majesty's Privy Council may in any case by such order direct:

And whereas a contagious or infectious disorder has lately appeared, and now prevails, among cattle within the metropolis, and in the neighbourhood thereof, of which disorder the nature was at the time of the making of the order next hereafter mentioned uncertain, but which has since been ascertained to be of a typhoid nature, and is generally designated as the "cattle plague," and may be recognised by the following symptoms:—

"Great depression of the vital powers, frequent shivering, staggering gait, cold extremities, quick and short breathing, drooping head, reddened eyes, with a discharge from them, and also from the nostrils, of a mucous nature, raw looking places on the inner side of the lips and roof of the mouth, diarrhoea, or dysentery purging."

And whereas it was expedient to take measures for preventing such disorder from spreading:

And whereas for such purpose an order was duly made, in pursuance of the authority of the said Acts, by the Lords of her Majesty's Most Honourable Privy Council, dated July 24, 1865, applicable to the city of London and the metropolitan police district:

And whereas since the making of the said order the said disorder appeared in other parts of England, and another order was, on the 11th day of August, 1865, duly made by the said Lords of her Majesty's Most Honourable Privy Council, in pursuance of such authority, applicable to all parts of England:

And whereas the said disease has now appeared in Scotland, and it is expedient to extend the provisions of the said order to Scotland:

Now, therefore, the Lords of her Majesty's Privy Council do hereby, by virtue and in exercise of the powers given by the said recited Act, and by the several Acts continuing the same, as aforesaid, order as follows:—

1. That this order shall extend to all parts of Scotland.

2. That in this order the word "animal" shall be interpreted to mean any cow, heifer, bull, bullock, ox, or calf.

3. If at the date of the publication of this order in the *London Gazette* there shall be any animal labouring under any such disorder in the possession or custody of any cowkeeper, dairyman, or dairymaid, or of any milkman or milkwoman, or venter or purveyor of milk, or of any dealer in cattle, or farmer, or person in possession of cattle whatsoever, within those parts of the United Kingdom to which this order refers, or if at any time hereafter while this present order shall continue in force and unrevoked, any animal being in the possession or custody of any such person as aforesaid, within the last-mentioned parts of the United Kingdom, shall be seized or attacked with, or be found labouring or suffering under, any such disorder, notice of the existence of such disorder, or of the first appearance of such disorder, in or among the animals belonging to or in the custody of any such person as aforesaid shall immediately thereupon be given by the person in whose possession or custody such diseased animal or animals shall be, if such person shall reside within any burgh or town having a Town Council, to the Provost or other principal magistrate of such burgh or town, or, if elsewhere, to the Clerk of the Peace of the county in which he resides; and upon receipt of such notice, or upon any other information which satisfies him or them that such disease has appeared within his or their jurisdiction respectively, it shall be lawful for such Provost or other principal magistrate, and for the justices of such county, if he or they shall think fit, from time to time to appoint some veterinary surgeon or other person duly qualified to be an inspector for the purpose of carrying into effect the following rules and regulations within the burgh or town or county for which he shall have been appointed; and the same authority may from time to time revoke such appointment.

4. Every such inspector shall have the power of entering upon and inspecting any premises in or upon which he has reason to believe there is any animal labouring under such disease, from time to time, as often as he may think necessary.

5. Every person within any district for which an inspector shall have been appointed as aforesaid upon whose premises there shall be any animal labouring under such disorder shall, as far as practicable, keep such animal separate and apart from all other animals; and no person shall, without the licence of such inspector, send to market, or remove from his premises, any such animal, or any animal which has been in the same shed or stable, or has been herded, or been in contact, with any animal labouring under such disorder.

6. Every animal within any such district as aforesaid dying of such disorder, or slaughtered on account thereof, shall be buried, if practicable, on the premises where it has died or been slaughtered, or (if this be not practicable) as near thereto as may be convenient; and if such animal be not buried with its skin, its skin shall be disinfected in such manner as the inspector of the district may direct.

7. Every person within any such district on whose premises there shall be any animal so labouring as aforesaid shall cleanse and disinfect such premises in such manner as the inspector of such district shall direct.

8. Every person offending against this order shall for every such offence

forfeit any sum not exceeding £20, which the justices before whom he or she shall be convicted of such offence may think fit to impose.

The subjoined letter, containing certain further suggestions relating to the cattle plague, has been addressed to the Clerk of the Council by Professor Simonds:—

Royal Veterinary College, Aug. 18, 1865.

Sir,—I am sorry to have to inform you that, up to the present time, there is no diminution in the spread of the cattle plague, and that, under these unfortunate circumstances, I would suggest to individual cattle-owners—in addition to the regulations of the Order in Council of the 11th of August, 1865—the absolute necessity of adopting the following precautions for the purpose of arresting the progress of the disease:—

1. That all persons should abstain as much as possible from the purchase of "store stock" in fairs and markets, and should not purchase from cattle-dealers without a warranty against the disease; and that all newly-purchased cattle, of every kind, be kept apart from others, for a period of not less than twelve to fourteen days.

2. That cattle, the subjects of this disease, should not be allowed to remain in any meadow or pasture field, unless they can be perfectly isolated from all other animals, as well as kept at a distance of not less than a hundred yards from all roads along which cattle may be driven.

3. That in districts where there are uninclosed commons on which cattle, the property of different owners, are pastured, no milch cows, or other animals of the ox tribe, should be allowed to travel, day by day, to and from the common, during the existence of the cattle plague in the neighbourhood; and that, in the event of the disease prevailing on adjacent farms or places contiguous to the common, the cattle pasturing thereon should be removed as soon as possible to the premises of their respective owners.

4. That every animal which is violently attacked with the disease be killed and buried without delay,\* and that the skin be placed in some disinfecting fluid before being sent off the premises.

5. That no animals be allowed to go near the burial-places until several weeks have elapsed.

6. That no person who has the charge of the sick cattle be allowed to go near the healthy ones, and that all indirect communication by dogs or other animals, between the infected and the healthy cattle, be strictly prevented.

7. That all healthy cattle, after removal from the diseased, be well washed and cleansed.

8. That no fodder or straw which has been used about infected cattle be taken to other animals, or even thrown into the foldyard or upon the manure-heap, until it be first incorporated with chloride of lime or some other disinfecting powder. When practicable, it is desirable that all such fodder and straw should be burnt.

9. That all manure in the sheds or stables occupied by diseased cattle be daily sprinkled with some disinfectant, and that no evacuations of the diseased be removed without being first thoroughly disinfected.

10. That in all cases in which it is determined to slaughter animals which have been on a farm or premises where the disease has broken out, but which animals are believed at the time to be healthy, and fit for human food, they be sent, with all due care and caution, direct to the nearest slaughter-house, if not killed on the premises, and, as a further precaution, their skins be placed in some disinfecting fluid.

11. That, although experience has shown all animals of the ox tribe, whatever may be their age, sex, or condition, to be susceptible of the action of the infection, still it is very desirable that every cause which tends to weaken the constitution should be carefully avoided. Protection from inclement weather, supplying animals with nutritious food, such as cake or corn, and especially with pure water, are imperatively demanded at a juncture like the present.

Several of the foregoing suggestions, as you are aware, are embodied in my former letter on this subject; others of them, however, are new, and some are modified to meet the provisions of the new Order in Council.

I am, Sir, your most obedient servant,

JAMES B. SIMONDS.

At a meeting held at the Mansion House, on Wednesday, under the presidency of the Lord Mayor, respecting the cattle disease, a report was presented strongly recommending more stringent measures to isolate sound cattle from diseased cattle, and recommending compensation to the owners of such beasts as ought to be destroyed to prevent contagion. A strong opinion was expressed to the effect that the disease did not come from abroad, but was an indigenous production. Some members of the Corporation undertook for that body that it would subscribe £1000 to a compensation fund; but as the "Corporation" is just now out of town, nothing can be done in this way for some weeks.

The Irish agriculturists are in great alarm at the prospect of the cattle disease being imported from England, and to prevent it they have memorialised the Government to prohibit the importation of cattle into Ireland. About forty of the Irish members of different opinions in politics, have signed a declaration pledging themselves to support a bill of indemnity if it should be found that the prohibition would be an overstepping of the law.

Meetings to consider the measures necessary to be taken for checking the progress of the disease are being held all over the country, and it is hoped that the ravages of the plague will ere long be stayed, or at least prevented from extending.

\* In town dairies the animals to be sent to the knacker or manure manufacturer, it there be no convenience for burying them.

#### LONDON WORKHOUSES.

(To the Editor of the ILLUSTRATED TIMES.)

Aug. 21, 1865.

Sir,—I beg leave to offer a few words with reference to your remarks in your paper of Saturday, the 12th, inst., re Shoreditch Workhouse.

You observe towards the conclusion that there will never be any remedy for the ill-treatment of the poor until the inspectors have power to punish, as well as to expose. Now, although the inspectors have not power to punish, the Commissioners have; and the whole evil in the administration of the poor law is that they do not exercise this power more frequently than they do.

It happens occasionally, but very seldom, that they require the culprit, for I cannot call him anything else, to be dismissed or to resign; and I feel confident that, if a few examples were made of the local officers, there would be much amendment amongst them, as the knowledge of such examples would very soon spread to the fraternity; and that the Commissioners do not exercise their authority in such cases as that of the Shoreditch Workhouse has firmly established in the minds of the poor the conviction that they do not receive that justice from the hands of the Commissioners which by law they are entitled to. Now, is it possible that ignorant people can believe that the Commissioners have a due sense of religion when they allow so much inhumanity as they do, when there is a remedy in their own power? You may depend upon it that the callous indifference of the authorities is a very great cause of scepticism among the lower classes.

I submit for your consideration an extract from the Commissioners' order, article 208, No. 14, and ask what was the workhouse master about that he did not report the neglect of the doctor?

Extract.—"The master to take care that all sick and insane paupers are duly visited by the medical officer, and are provided with such medicines and attendance, diet, and other necessities as the medical officer or the guardians direct."

I cannot imagine that anyone can say that this master does not deserve dismissal, and I beg leave to say that it is of very great importance that this order should be strictly enforced, because I am convinced that the majority of workhouse masters, although their authority is paramount within the walls, have not the moral courage to make a complaint against a person whose position outside the walls is so superior. Another great evil is that a poor-law official is debarred by the authorities from performing any moral duties. If they stir one step out of the course laid down for them by the Commissioners they are sharply told to confine themselves to their legal duties. I have seen in the papers a Chaplain rebuffed in this manner; and if any private information (not charges) is given to the Commissioners, the first step they take is to send a copy to the guardians for them to report on, although the guardians are themselves the offenders; and the consequence is that the master gives so bad a character of those who inform and can prove incontrovertibly the truth of the information, that they are denounced as unworthy of credit. It is owing to this sort of treatment, countenanced by the passiveness and heartless apathy of the Commissioners, that so many commit suicide and submit to privation and starvation rather than enter a workhouse. I once pointed out to a workhouse chaplain of fifteen years' experience a speech of Sir Roundel Palmer stating the regret that so many of the aged and infirm would suffer so much rather than enter a workhouse, and his remark was, that that was because Sir Roundel Palmer did not know what a workhouse was.

My informant, who has been a sub-officer, tells me there are at least fifty of the Commissioners' orders disregarded. He tells me that the audit and inspection are the greatest humbug, and he can point out in the doctor's books hundreds of glasses of ale, wine, and spirits charged which were not given to the paupers, and these in three months only; and the inspector goes round, attended by the master or matron, but knows no more than what they choose to show or tell him.

Yours obediently,

JAS. BARNES.

THE FLOODGATES OF THE SUEZ CANAL have been thrown open, and a vessel laden with coal (we do not hear what was its size or build) passed direct from the Mediterranean to the Red Sea on the 15th inst. This statement refers, it seems, only to a portion of the canal, and not to the whole route, which will not be completed for at least two years.



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